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from the editor



What a setting!

I was lucky enough to attend the recent Millennium Cup in the Bay of Islands as a guest on *Allegro* – one of the superyachts participating in the regatta. The 26m Azzurro sloop is owned by a Melbourne-based Australian who'd sailed her to the Bay of Islands directly from Tasmania, following the Sydney-to-Hobart Race.

She was crewed by a handful of competent Aussies who didn't need me to help with anything other than passing cold beers along the length of the vessel. For the record, we finished second in the Pacific Cup Division. Yes, I know there were only three boats in the Pacific Division – it's the competing that's important.

But sitting on *Allegro* as a bit of extra ballast, I had plenty of time to monitor the action around me. And though I've sailed and lived in the Bay of Islands, I was struck afresh by what a magical environment it is – a sublime location for showcasing all that is good, great, attractive and unique about New Zealand sailing. Even the Aussies agreed.

The Millennium Cup is part of the annual Bay of Islands Sailing Week and, in addition to the eight superyachts, scores of smaller vessels participated. The organisation of the event, the atmosphere in the trio of sailing villages (Paihia, Opua and Russell), the weather, the water taxis – it all added up to a fantastic event. I felt very proud and privileged to be part of it – even if in a peripheral role.

If you've never visited the Sailing Week/Millennium Cup, I'd urge you to do so. It really is a spectacle – and very worthy of celebrating even if you aren't the owner of a multi-million dollar yacht.

On a slightly different but related "feeling-good-about-boating-in-New Zealand" theme, I've just seen the movie *The Finest Hours*. Based on a true disaster story, it's an account of the US Coast Guard rescuing the crew of the *SS Pendleton* in 1952.

The oil tanker broke in two during a mammoth storm off the New England coast. Admittedly the story is given the Hollywood treatment with plenty of computer-generated graphics and special effects, but the rescue is still considered the Coast Guard's greatest-ever feat of seamanship.

And how does this relate to New Zealand? Well it reminded me of the largely unheralded work carried out by our own Coastguard every year. The organisation is typically involved in more than 7,000 rescue events annually, yet only 15 percent of its funding comes from the government. Remarkably, it raises the rest itself.

We're pretty lucky to have it around.

Happy boating.

Lawrence Schäffler
Editor

BOATING NEW ZEALAND

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MARCH 2016

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Bespoke Fishing Charter

Type Alloy Trailer Boat

Design Extreme 9.5m Game King

Writer John Eichelsheim

"Midnight Express is an exceptional sea boat..."

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THE CHANGELING

Type Performance Cruiser

Design Shaw 950

Writer Lawrence Schäffler

"...a compromise with class..."

"...same boats, different fit-outs..."

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FRATERNAL TWINS

Type Alloy Trailer Boats

Model Senator 650

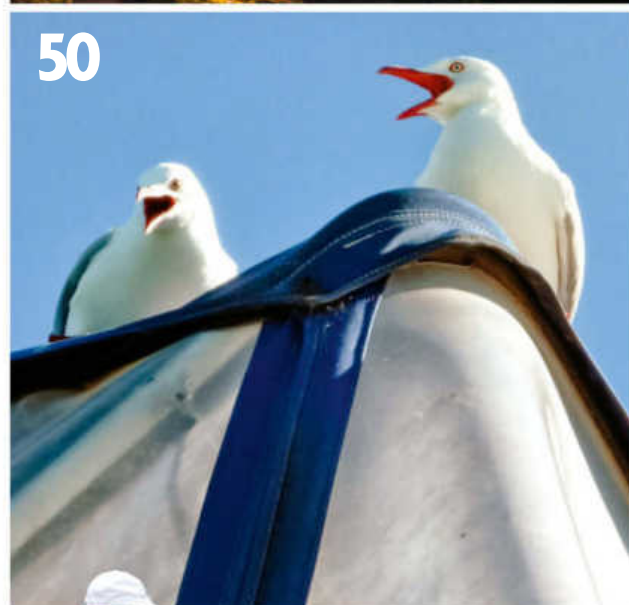
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onwatch



Edited by John Eichelsheim

We have lift-off!

IF YOU'VE NOT yet seen a GC32 foiling catamaran in full cry, this photo should provide some idea of the marque's electrifying performance. This is the MARWIN Racing Team GC32 – captured by photographer Will Calver during the recent Bay of Islands Sailing Week – with GC32 Team Vodafone Sailing in the background.

After a month in the Bay of Islands, MARWIN GC32 is now heading for Auckland and will compete in the Jack Tar Regatta hosted by the Royal New Zealand Yacht Squadron from March 18-20. The cat has been in New Zealand as part of preparations for the 2016 GC32 Racing Tour which begins in May. It's an innovative series of events held throughout Europe. The team with the best results from the series is the overall winner.

MARWIN's campaign revolves around having a mixed squad with a five-year plan to race on the Europe Tour while keeping a training base in New Zealand during the southern hemisphere summer. Manager Sharon Ferris-Choat says following its successful tour in 2015, Team MARWIN is building a squad of eight sailors here to compete on the 2016 Tour.

ABOUT THE GC32

The GC32 foiling catamaran is a strict one-design class – all the boats are identical. It weighs 950kg and is able to reach speeds of up to 40 knots. Thanks to modern construction and technology the so-called foils of the boat means they can generate enough lift for the hulls to fly over the water. It is sailed with a crew of five (maximum weight 437.5kg) and one guest.

LOA	9.75m (32ft)
Beam	6m
Mast height	16.5m ²
Mainsail area	60m ²
Jib	23m ²
Gennaker	90m ²





Superyachts at play

AFTER A NAIL-BITING drag race for the line on the final day of the 2016 New Zealand Millennium Cup, the 28m ketch *Tawera* executed a neat gybe to take line honours, and with it the series.

Coinciding with the Bay of Islands Sailing Week in late January, eight vessels competed in this year's event – officially recognised as the world's most southerly superyacht regatta.

They were the 27.5m sloop *Kealoha*, *Tawera*, the 33m *Shamoun*, the 33.8m sloop *Silvertip*, the 40m sloop *Janice of Wyoming*, and – in the smaller Pacific Cup Division – *Allegro*, *Antaeus* and *Steinlager 2*. The regatta is staged annually by the NZ Marine Export Group.



Millennium Cup Results

- 1 *Tawera*
- 2 *Kealoha*
- 3 *Janice of Wyoming*
- 4 *Silvertip*
- 5 *Shamoun*

Pacific Cup Results

- 1 *Steinlager 2*
- 2 *Allegro*
- 3 *Antaeus*



Photos by **Lawrence Schaffler & Jeff Brown**





BOAT SHOW WITH ALTITUDE

THE SOUTH ISLAND'S Lake Rotoiti will host the seventeenth iteration of the annual NZ Antique and Classic Boat Show (March 5-6). At 801m above sea level the event is the highest altitude boat show in New Zealand.

Attracting classic and antique boats of all types and sizes from all over the country, the event's mountain scenery makes a perfect backdrop, says organizer Pete Rainey.

"The action is on the foreshore of Lake Rotoiti at Kerr Bay, framed by the twin St Arnaud and Spencer Ranges – it has been one of the most stunning settings for a show of this kind anywhere in the world. That, and the classic beauty of old wooden clinkers, replica steamers and classy speed boats make this show something special."

The format of boat displays on the land in the morning and races on the lake in the afternoon is well bedded in. "From early morning on both days you can wander around the boats on land, chat with the owners, view displays with stories of restoration and rebuilds and then watch the races on the lake in the afternoon. We have a lot of fun, from the slightly chaotic sail-past to the Seagull dinghy race with its Le Mans start, nearly always with a couple of motors that humiliateingly refuse to start!"

Another attraction is the Nelson Lakes Classic Boat Museum in St Arnaud village. Several of the display boats will be at the lakeside on show, but those that are too big to move will stay in the museum. This includes a recent acquisition, the cutter *Resolution*, gifted to museum by the Outward Bound Trust.

"It's a 32ft kauri replica of Captain Cook's cutters, built in 1976 for the Outward Bound fleet," Rainey says. "It's a spectacular vessel for its scale, its history and its workmanship – our plan is to have it restored, surveyed and available for community groups to use."

More info at www.nzclassicboats.com



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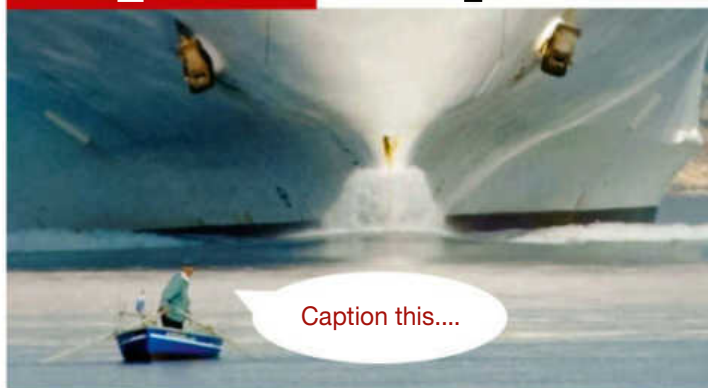
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caption competition



Caption the picture, above, for next month. Email editor@boatingnz.co.nz

February's caption winner



"Keep it up we're beginning to plane."

Congratulations to:
Michael East

"Dick Tonks NEVER used this style of training... are you sure you are the new NZ Rowing coach?"

Runner-up:
Peter Millar

STABILISING AN INFLATABLE

AFTER OWNING A ply dinghy for 26 years Mick Ashcroft finally decided to join the 'inflatable brigade' and invest in a new tender for his yacht *Cape Sounion*. The vessel has a Young 88-type cockpit with tiller steering.

His friend Darryl Smith, who like Mick also has a berth on Pine Harbour's E Pier, devised some folding brackets for the yacht's stern, allowing the inflatable to be carried sideways. It works well, says Mick, but how do you tow the bloody thing straight in a confused sea?

Once again Darryl came to the rescue – a steerage fin which is really simple to fit and remove – and, says Mick, it works extremely well. The fin slips over the dinghy's transom and is held in place with two wing-nuts.

Darryl Smith can be contacted on 09 266 8774 or 027 499 3704, and Mick recommends him for all sorts of stainless or aluminium boat fitting fabrication.



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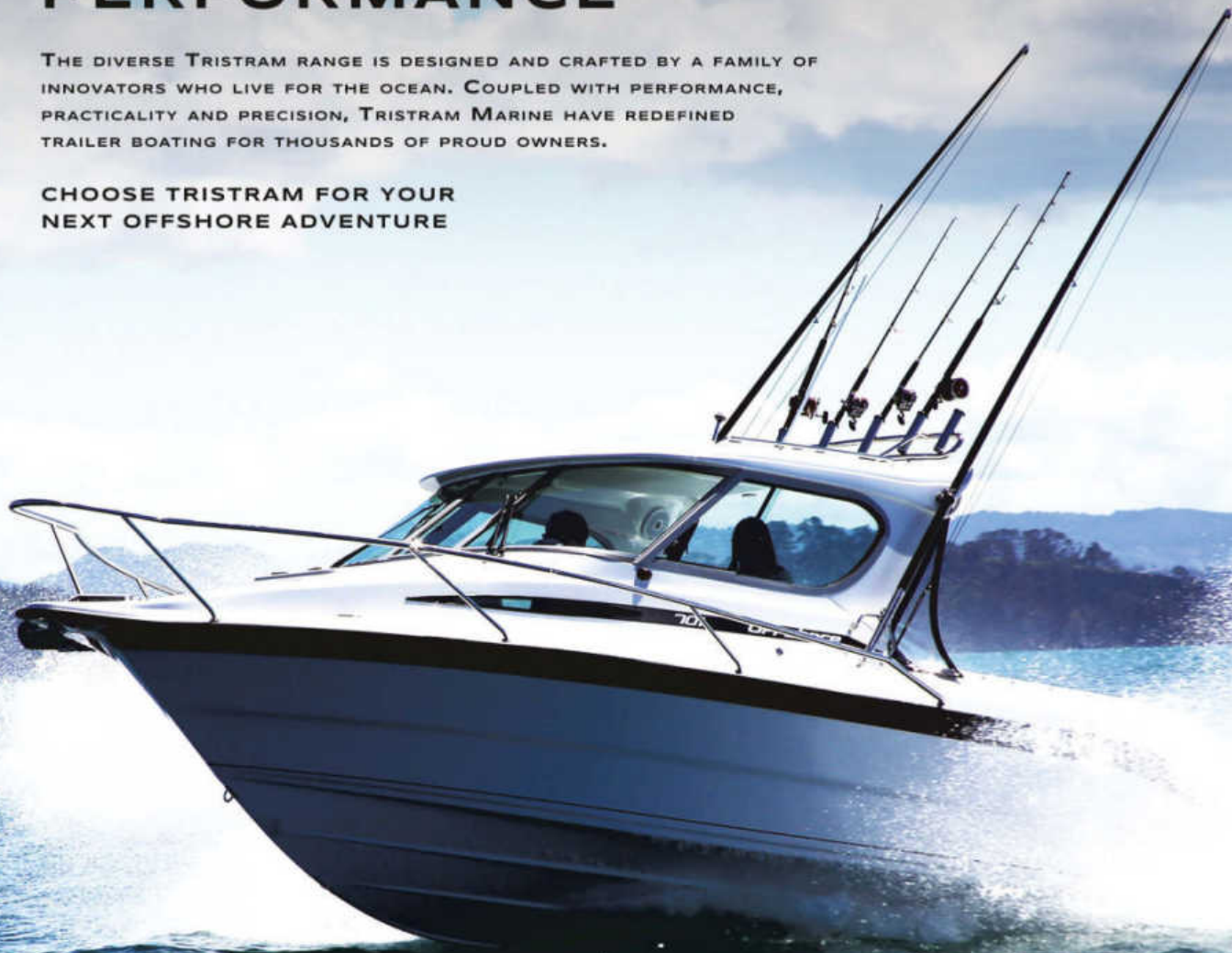


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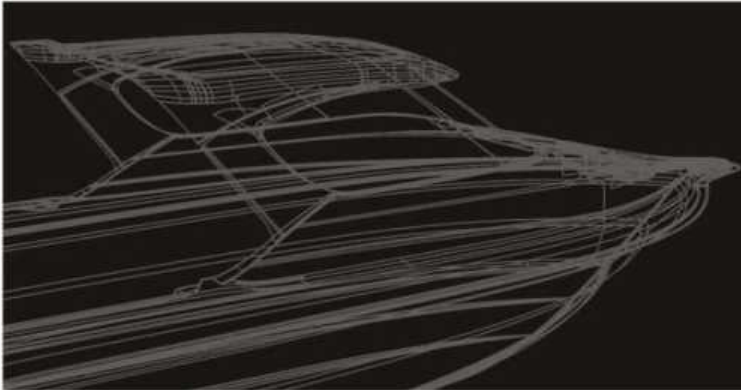
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Farewell to Compass Yachts Founder

John Kenneth Maurice (6 August 1927 – 7 December 2015)

JOHN'S SAILING DAYS started at Auckland's Pt Chevalier Sailing Club and he raced in a wide range of vessels across multiple classes – among them the X class, Z class and in later years, Javelins and Aussie Moths, before switching to keelers such as *Shemara* and *Inismara*.

He sailed with many well-known Auckland yachtsmen including Jim Davern, Harry Julian and Bernie Schmidt. There weren't many bays John anchored in overnight that didn't have a yacht he knew the owner of and – if it was an H28 – the party was on!

John is perhaps best remembered for being the founder (with friend Lisle Hewitt) in 1969 of Compass Yachts, building fibreglass keel boats. In 1972 they produced their first H28 – a marque that proved to be an outstanding success story.

He is survived by his wife Annette and sons Geoff and Phil from his first wife June, and daughters Sandra, Fiona and Jane from Annette.

His enthusiasm for sailing has passed on to his grandchildren, the majority of whom are racing in Optimist and P class boats.

Warwick Armstrong – artist

WARWICK ARMSTRONG'S PEN and water colour works have a quirky edge to them. They are a fun documentation of history, culture and life.

The construction and detail in his art holds the attention of viewers, who get a chance to read their own stories into the pictures and laugh at themselves.

The works give the appearance of being haphazardly done with not too much attention to true perspective. However, Warwick's secret is he actually knows how things are constructed. He was a builder and boat builder in the past and deliberately sets out to distort construction and perspective through his art to tell a story. He loves the freedom of not having to strive for perfection!

Warwick has a Diploma in Fine Arts and has worked as a fulltime artist since 2000.



FOR THE LIGHTHOUSE BUFFS

IF YOU READ the *Leading Lights* article in this issue (pg 30) about the Wellington-based company Vega and its navigation light technology, you'll notice the glorious images of New Zealand lighthouses it features.

These images are courtesy of Wellington photographer Grant Sheehan – something of a lighthouse buff himself – and they, along with many more superb lighthouse images, are contained in a hardcover book he has published.

Light in the Landscape – New Zealand Lighthouses – is a 176-page collection of majestic images. But it's much more than that. Accompanying the photographs is text providing a short history of each lighthouse and its technical details.

The book includes all of our lighthouses – from the northernmost at Cape Reinga to its most southern cousin in Foveaux Strait. The images also capture the landscape around the lighthouses – the remoteness, the wild beauty of the coastline, the unpredictable weather and the wildlife. And for photography enthusiasts, the camera settings for each image are also provided.

General readers will find the collection fascinating, but the book will be particularly appealing to anyone with an interest in maritime history, New Zealand's coastline and photography. Highly recommended! Published by Phantom House Books, www.phantomhouse.com and email info@phantomhouse.com. RRP \$75.00



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BREAKING RULES . SETTING TRENDS

Shark exhibition sure to surprise



A DRAMATIC NEW shark display at the Hutchwilco New Zealand Boat Show is sure to shock, surprise and astound.

Star of the exciting new display is Kiwi Riley Elliott, better known as 'The Shark Man'. A surfer, spear-fisherman, free-diver and scuba diver, Riley constantly experiences close encounters with man's scariest predators.

Just back from swimming alongside giant tiger sharks in the Bahamas, Riley also regularly gets in the water with great whites, makos and other large sharks. A Masters scholar currently working towards his PhD, the 29-year-old Riley is in demand all over the world.

A published author who has also completed a 10-part television series and appeared in countless TV and radio interviews, Riley is set to share his huge fund of exciting stories at this year's Hutchwilco New Zealand Boat Show at the ASB Showgrounds in Greenlane, Auckland, May 12-15.

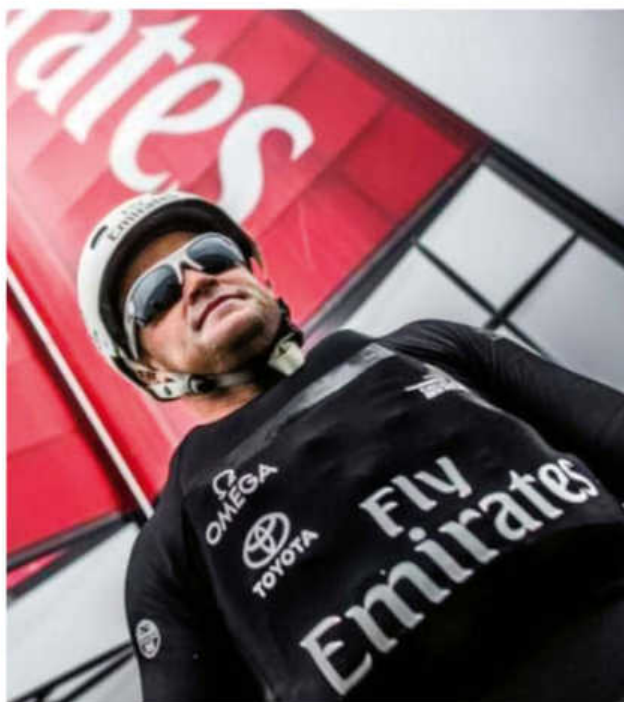
Tales include resuscitating a three-metre

tiger shark in the wild, experiencing a four-metre great white jumping into his boat and free-diving (without a cage) with 25 of the world's most dangerous shark species.

Visitors to the show will see close up video and still images of these amazing apex predators, can stand inside a real great white's jaws and go in the draw for an incredible shark diving experience.

Also up for grabs will be a "goodie-packed" Surtees-Yamaha Grand Prize package worth more than \$100,000. Consisting of a new Surtees 610 Game Fisher powered by a Yamaha FI50B four-stroke outboard, the Grand Prize package comes with a boat-load of practical extras and will be won by one lucky visitor to this year's show.

Tickets to the 2016 Hutchwilco New Zealand Boat Show are on sale at www.boatshow.co.nz. On line ticket purchases also go into the draw to win a Viking Kayaks "ultimate fishing package" worth over \$6,000.



Glenn Ashby multihull sails

IN AN EXCITING development for the future of One Design multihull sails, Glenn Ashby, world class sailor and multiple multihull world champion, has teamed up with North Sails to develop and market the Glenn Ashby Signature Line of multihull sails for designs such as the A-Class, Taipan and Tornado.

The skipper of Emirates Team New Zealand will be bringing his design history and expertise to develop the sails that will be based on the current Ashby Sails models. He will be working on product and tuning development alongside the North Sails One Design team worldwide.

North Sails is a world leader in sailmaking and through this partnership with Ashby illustrates the company's focus on creating leading-edge products.

Says Paul Westlake, Global Head of Sales: "Glenn's credentials and prowess speak for themselves and this is a great step forward for us in our One Design multihull offering. As a company we're constantly striving to be the best at what we do and we firmly believe our customers will benefit from this partnership."

Tim Healy, President of North Sails One Design adds: "Glenn's experience is invaluable and will help us get on track straight away. His multihull sailing knowledge packaged with the North Sails suite of design tools will help us bring sail development in these classes to a new level."

Glenn says he's really looking forward to an exciting future working with North Sails and has complete confidence in continuing to provide our worldwide customers and friends with the highest quality personalised products. "The Signature line of sails will use proven winning designs as a base for new development."

Ashby continues to be active in the international A-class regatta circuit within the bounds of his current America's Cup commitments.

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Return of an Icon

I AM PEPE DE MIGUEL, the proud owner of *S/Y Kahurangi* and I am writing because I read the article published in your magazine in 2010 written by Harold Kidd.

When I bought *Kahurangi* from the late John C. Olsen back in 2006, I made him two promises: I would take her back to New Zealand and I would contact him from the last stop before arriving in Auckland for him to join us for the last leg of the voyage.

Sadly, I won't be able to fulfill the last promise but at least I can try my best to do it with the other one.

Although I've had to resort to charter during the last year to keep *Kahurangi* under my ownership, I never stopped making contacts trying to reactivate "The Return of *Kahurangi*" project.

Finally now, thanks to the interest of an executive officer and classic yacht owner, a chance to make the project real has arisen.

He owns a Spanish communication company with interests in the Pacific, and has shown interest in the project. We are trying to convince them to help me launch and support a "funds raising" and sponsorship activity to cover all the costs to get *Kahurangi* back to Auckland; and once there, to donate her to New Zealand through a charitable trust.

The most interesting thing for them is promoting a cultural and historical conservation project with big media coverage.

This would include the making of a documentary, a photographic book and the selection of people with some kind of relation with *Kahurangi's* history, and youngsters to give them the chance to participate in bringing *Kahurangi* back home by stages.

What I need for now is anything that could help me to give them an idea of the interest of people and media from New Zealand would have in *Kahurangi's* return.

If you have any idea, contacts or any kind of information that can improve the dossier I am preparing it will be very welcome.

Pepe de Miguel

Boat Porn?

I WISH I could say that I am a more ardent and frequent reader of *Boating NZ* than I actually am. However, articles about new builds worth more than an Auckland house serve only as boat porn. They are unattainable for an average bloke and I am deeply uninterested in how the other half live. On the other hand I do enjoy the columns of new and old trailer boats, engines, family yachting, do-uppers, and new innovations in chandlery.

Something I would be interested to read is a column interviewing boaties coming ashore at ramps and marinas around the country with half a dozen simple questions: What's your boat? What do you use it for? Where did you go today? What do you like about your boat? What would you change? What did you change?

This would be a great way to see someone's pride and joy, and give us some ideas of practical things we might want (or not) to try ourselves.

Jon Minhinick

Stellar Service

OUR SUMMER CRUISE on *Fast Lane* from Tauranga to the Barrier

was brought to an abrupt halt when at 1am Sunday 3rd January the high winds that plagued the Barrier New Year beginnings switched to a more NW direction. I decided to anchor further out into the Nagles Cove area. Up with the anchor and then upon starting the engine to move away from the rocks the whole boat shook and didn't move forward!

Quickly I re-launched the anchor to sort the problem, though unfortunately we settled even closer to the rocky shoreline.

After a long night, I dived under in the early morning light to find one blade was missing from the prop! We decided to sail to Westhaven and had a great trip, watched by Great Barrier Marine Radio and then Coastguard. Upon arrival we docked at Westhaven Marina. A chance meeting with Josh "Booboo" Tucker from North Sails resulted in a replacement prop blade which I fitted with mask and snorkel. It allowed us to move around and carry out short trips until a long-term solution was found. A search for suitable props lead us to Murray Deeble from Whiting Power Systems who sold Gori props. He could source one for a reasonable cost but it had to come from Denmark – about seven days typically.

The order was put through on Tuesday and to my surprise it arrived on Friday where it was promptly fitted in pouring rain. The service and product that Murray supplied far exceeded all expectations and turned our low point right on its head. Wary of Auckland prices and service, I was and still am pleasantly elated by our experience. We could carry on with our cruise with the confidence of a quality product.

Thank you Murray and the team.

Andy and Michele Kennedy TYPBC



Immobilised by a missing blade.

Mystery Yawl

GEOFF GROCOTT

FROM Nelson was asking for information about the photograph of the yawl *Oyster* in *Boating NZ's* February issue.

I knew the boat in Picton during the early 90s. An old Englishman, Dick Young, bought her in Wellington rigged as a sloop. I believe she had been raced pretty hard. Dick had been a bosun in the Royal Navy for 20 years and lived aboard. He re-rigged her as a gaff yawl – traditionally with deadeyes and lanyards and maintained her meticulously. He also taught me heaps of traditional splicing, whipping, and serving techniques and a lot about traditional ropework.

When Dick died *Oyster* was used by his son who was a policeman in Nelson, to train Sea Scouts and a few years after that she was being used by the Canterbury Sailing School in Lyttelton to train people on weekend cruises ... but I haven't heard anything about her since.

Lindsay Wright





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Wave dancing

Words by **John Eichelsheim** Photos by **Bryce Taylor**



Midnight Express is the most recent addition to the Wave Dancer fleet of charter vessels operating in and around the Hauraki Gulf.

An Extreme 950 Game King, *Midnight Express* is the second Extreme aluminium boat to join the franchise, complementing a walk-around 850 Game King centre-cabin model. The Extremes replaced a pair of GRP Rayglass 2800s that were a familiar sight out on the Gulf; one Rayglass remains in the Wave Dancer fleet.

Midnight Express is owned and operated by father and son team Peter and George Bourke. George has offshore experience on superyachts and is a keen angler. He heads up the fishing charter side of the business, but *Midnight Express* also undertakes long range water taxi and general transport duties all over the Gulf as far afield as Great Barrier Island, Kawau Island and Coromandel Peninsula.

The water taxi business, called Hauraki Express, gets regular work transporting DoC staff and volunteers, Auckland council workers and others to and from offshore islands. Non-fishing work includes transporting groups of mountain bikers, surfers and others to remote locations in the Gulf.

Fast, comfortable and “an awesome sea boat,” according to the Bourkes, *Midnight Express* has proven ideal for the water taxi role, operating comfortably in 20-knots of wind and more.

FISHING FOR EIGHT

Although the water taxi work is important, *Midnight Express* is set up primarily for fishing. She can accommodate up to eight



“...she can accommodate up to eight anglers, plus crew...”

anglers, plus crew, and offers the space to comfortably fish them, from the vessel's spacious cockpit and from the caged swim platform easily accessed via the walk-through transom.

George and Peter had considerable input into the boat's layout.

“You could say she's a custom boat,” explained George. “Charter fishing experience with our previous boat [a Rayglass 2800] shaped many of our decisions when setting up the new boat, including our preference for a fully-enclosed heads compartment off the cockpit rather than below. No need for customers to traipse through the boat to use the toilet.” The Bourkes also upgraded the boat's hull plate thickness from 6mm to 8mm.

Other examples include the very functional seating

arrangement in the cabin where bench seats, including one over the galley module, can seat eight adults out of the weather. While the galley gets only limited use during day-fishing charters, the Bourkes like to use the boat themselves, often for several days at a time, so it's well set up for stay-away trips with sleeping accommodation for six. The Bourkes plan to take *Midnight Express* to the Three Kings Islands later this summer, basing themselves out of Houhora. The boat was supplied on a trailer and Peter will transport it north by road, towing the 6-tonne rig behind a tip-truck he owns.

Midnight Express is gamefish-ready with Ocean Blue game pole mounts on the cabin sides and a pair of tuna tubes across



the transom. The central live bait tank is large enough to hold a good number of mackerel or similar live baits, whether targeting kingfish or throwing pitch baits to hungry marlin.

Fold-down gates either side of the swim platform allow large fish to be pulled aboard and also act as boarding ladders for divers, swimmers and for climbing aboard when the boat's on the trailer. There's a decent saltwater washdown/firehose to keep the decks clean and a pair of large capacity bilge pumps in corner sumps to empty water from the cockpit; the engine compartment has its own



Midnight Express has decent storage and simple but practical seating, including over the galley module. Only the skipper gets a bucket seat but there's room inside for him plus another eight. She sleeps six at a squeeze.

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bilge pump on a float switch and there's another automatic bilge pump amidships under the wheelhouse sole.

WORKABLE COCKPIT

The 950's cockpit is functional but also aesthetically pleasing with its white and grey palette and precision-cut neoprene non-slip on the cockpit and cabin soles, coamings and side decks. The floor coverings are embossed with the Extreme logo.

The cockpit overhang sports an eight-position rocket launcher and there are no less than 12 rodholders spread across the swim platform cage and flush-mounted into the boat's coamings, along with strategically placed sinker holders. There are additional rod racks on the toilet compartment bulkhead and two-tier side pockets for long items such as gaffs and tag poles, scrubbing

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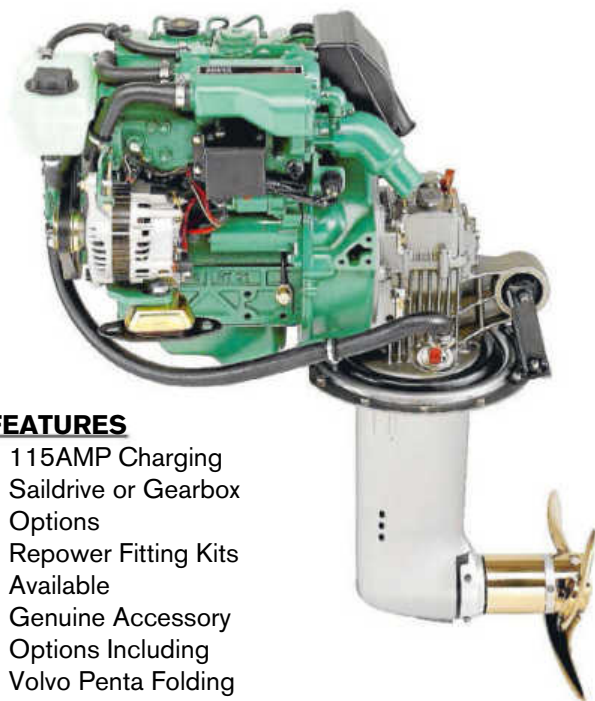
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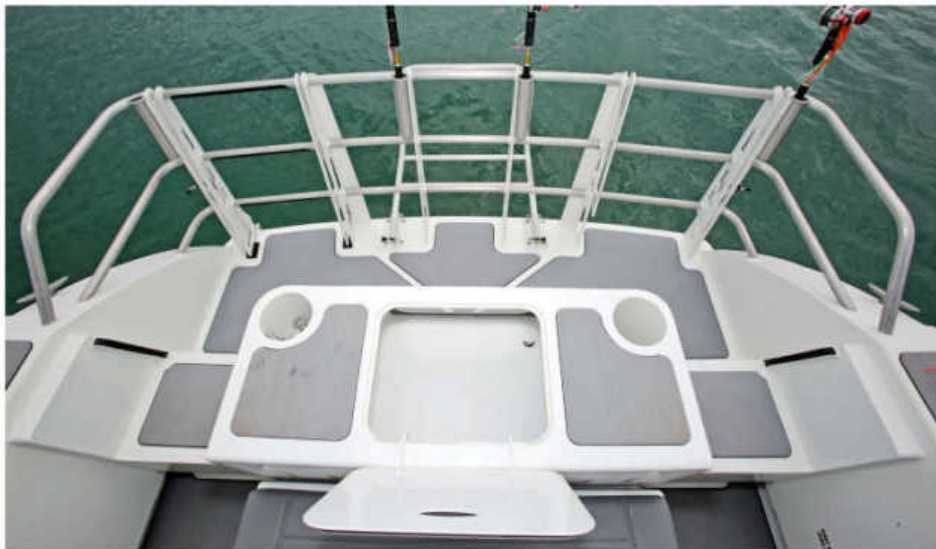
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The uncluttered cockpit is well appointed with two-tier shelving and comfortable neoprene non-slip everywhere, including the foredeck and cabin top. The engine box takes up cockpit space but serves as a seat and as somewhere to organise tackle. The platform is the prime fishing spot with excellent access to and from the cockpit. Supplied fishing tackle is top quality.



brushes and the usual gear. A basin against the wheelhouse bulkhead is handy and the locker underneath houses the LPG bottle.

The wheelhouse roof supports the radar dome and a small manually-operated crane, which should be handy when the crew has to drag a large marlin onboard. A short canopy provides some welcome shade and floodlights and LED downlights illuminate the cockpit at night.

It's a large cockpit, even though the engine box takes up quite a bit of floor area. The boat is beamy which, in combination with a flooding keel compartment means a very stable fishing platform. The prime fishing spot is out on the swim platform, which also accommodates the removable bait table, but there's plenty of fishing space in the cockpit too.



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SPACIOUS CABIN

Charter fishing success relies on good electronics. *Midnight Express* is fitted with the latest Furuno TZ Touch II multi-function display. George rates the radar very highly after returning to Sandspit from Colville Channel at night without a functioning GPS. "I could see the gap between Kawau and Takatu [Point] on the radar from the top of Coromandel," he said. A 1kW transducer is easily powerful enough for fish-finding in the Hauraki Gulf.

A Fusion sound system supplies the tunes, there's a VHF radio, Lenco trim tab controls, a Volvo engine data display, Maxwell anchor control and the usual complement of switches, gauges and buttons, but the console somehow manages to look clean and uncluttered. Ultraflex hydraulic steering is effortless and Volvo's electronic controls take care of throttle and shifting duties. The helm seat is a swiveling bucket type with a bolster for back support when standing up to drive.

While the cockpit is the focus of the boat, the cabin is nicely proportioned and surprisingly spacious, helped by large sliding

side windows and wraparound windscreens. Visibility is excellent, especially with the rear bi-fold doors open and the rear cavity window down. Overhead hatches provide ventilation and light.

As you'd expect with a charter boat surveyed for 12 passengers, all the required safety and emergency equipment is within easy reach, including a pair of life rings suspended from the cabin ceiling, life jackets, fire extinguishers and an EPIRB.

GOOD LOOKS AND PERFORMANCE

Midnight Express is a fine-looking boat. The 950 Game King's pedigree is instantly recognisable: she could be any boat in Extreme's extensive trailer boat range, scaled up to 9.5m. The Portofino stern works well aesthetically and the entry and gently sweeping sheerline are typically Extreme. The standard of finish is superb, inside and out, giving nothing away to moulded fibreglass.

The boat's performance is impressive too. *Midnight Express* is an exceptional sea boat, says Peter, who's had her out in some pretty nasty conditions ferrying passengers and transporting

"The standard of finish is superb, inside and out, giving nothing away to moulded fibreglass."





The Extreme 950 Game King is a smart looking boat from any angle. The cockpit and platform provide generous fishing room for up to eight anglers and the enclosed heads are off the cockpit rather than below, which is more practical for charter groups.



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equipment around the Gulf. She's also fast, pulling away from us in *Boating NZ's* photo boat when we were travelling at 33 knots. Top speed is 39 knots.

Motive power is a six-cylinder Volvo D6 turbo-diesel producing 330hp. Extreme recommends a horsepower range of between 250hp and 480hp, but the Volvo seems a good match for the hull, powering it out of the hole in quick time. The duo-prop leg gets good purchase on the water, also in reverse, so the Bourkes didn't feel the need for a bow thruster.

Underway the boat travels smoothly, spray curling away from the hull to give a dry ride. Throttle response is excellent and she answers the helm without hesitation. For a big boat *Midnight Express* feels remarkably nimble and the diesel is quiet, too, especially from inside the cabin with the doors and windows closed.

POPULAR CHOICE

Since taking delivery of the new boat in November last year, bookings have been steady.

"We're the only boat in the Wave Dancer fleet that can cater to eight anglers," says Peter. *Midnight Express* is far roomier and more capable than the boat it replaces, which has opened up new opportunities and attracted new customers. "We can accommodate bigger groups and that's working well for us," says George.

Wave Dancer Charters promotes a very active form of fishing, chasing schools of snapper around the Gulf and concentrating on work-ups when they can. It's an exciting, 'run and gun' type of fishing that sees the boats cover a lot of water in a day. Wave Dancer's customers often get to see seabirds, whales, dolphins,

seals and spectacular work-ups. For some customers, says George, the fishing is a bonus.

At 9.5 metres in length, *Midnight Express* is for now the flagship of the Wave Dancer fleet. Fast, handsome and capable, she operates out of Westhaven, Gulf Harbour or Sandspit and can also pick up customers from Waiheke Island. It's not surprising she's proving a popular choice with Auckland anglers. **B**

Extreme 950 Game King

- **loa** 9.548m
- **beam** 2.94m
- **draft** approx 0.4m
- **deadrise** variable, 18° at transom
- **construction** aluminium
- **hull thickness** 8mm
- **sides** 5mm
- **decks** 4mm
- **towing weight** 6000kg approx (wet)
- **engine** Volvo D6 330hp
- **propeller** Volvo duo-prop
- **fuel** 600 litres
- **cruising speed** 39 knots
- **max speed** 26 knots
- **price as tested** \$300,000
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boatingquiz

by **Roger Lacey**

1. Who designed the Cherub dinghy?
2. What was the name of the ship's cat on Shackleton's ship *Endurance*?
3. What does the term deadrise mean?
4. Built in 1964 and operated on Lake Wakatipu, what type of boat is *Meteor III*?
5. When boating where would you find a cill?
6. Which is the largest member of the dolphin family?
7. The South Island's Lake Rotoiti flows into which river?
8. What is the Maori name and meaning for the North Island?
9. What is the standard engine used in the NZ Offshore Superboat class?
10. Have more fatal shark attacks been recorded in the North Island or South Island?
11. On a chart, what does this symbol signify + ?
12. Where is Image Boats based?
13. Does the Classic Yacht Association of New Zealand include launches in its database?



14. When did Devonport's Calliope drydock open? 1888, 1908 or 1918?
15. What letter does this flag represent?
16. What is the alternate meaning for the flag in question 15?
17. When diving, at what depth do you experience the pressure of two atmospheres? a. 2m (6 ft) b. 3m (10 ft) c. 10m (33 ft) d. 30m (100 ft)
18. What do these lights indicate?
19. What is the term for the stress placed on fish hauled from great depths?
20. Why would you electrically bond all the underwater metallic fittings on your boat?



14.

1. John Spencer 2. Mrs Chippy (who was actually a tom cat) 3. The angle measured between the horizontal and the hull at any point 4. A hydrofoil passenger ferry 5. In a canal lock 6. The orca 7. The Buller River 8. Te Ika a Maui - The fish of Maui 9. Mercedes HP 525 EFI (x2) 10. North Island 11. Submerged rock 12. Invercargill 13. Yes 14. 1888 15. B 16. I am taking in, or discharging, or carrying dangerous goods 17. C 18. 10m (33 ft) 19. The starboard side of a powered vessel under 50 metres 20. To help reduce the effects of electrolysis.

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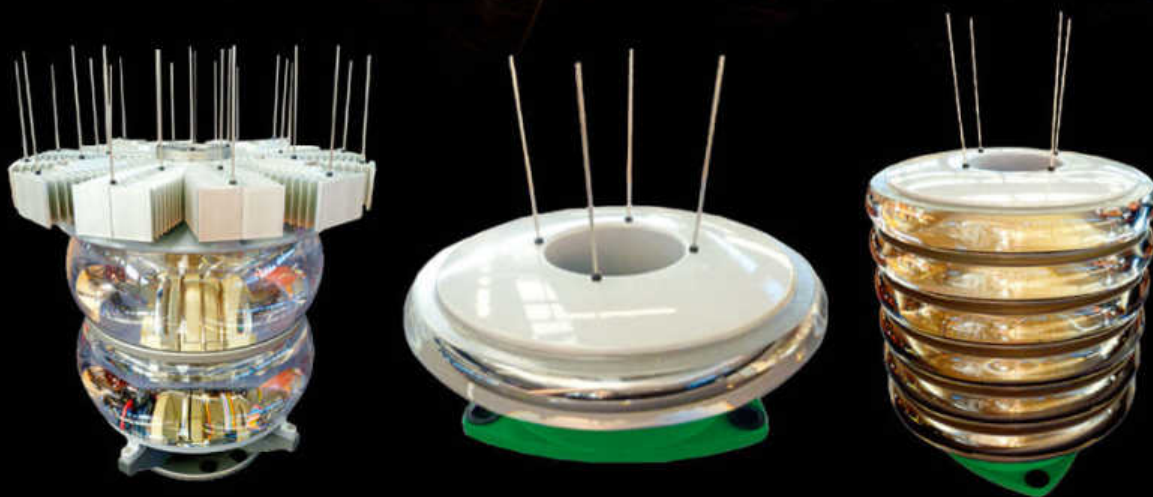
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LEADING LIGHTS

Words by **Lawrence Schäffler** Photos **Grant Sheehan & Supplied**





The safety of boats and ships around the world's coastlines is aided by navigation lights winking their warning to sailors. Many of these beacons are manufactured in New Zealand.

When the operators of the Panama Canal elected to widen the waterway's famous Gaillard Cut some 20 years ago to accommodate two-way traffic – thereby greatly increasing the canal's carrying capacity – they turned to Vega.

The Porirua-based company is a specialist manufacturer of navigation beacons and lighthouse technology. Gaillard Cut was equipped with two of Vega's precision PEL sector Lights, allowing behemoth freighters and tankers to tip-toe past each other in safety.

The Canal's new lights added another country to Vega's client base. Today, says its chief executive Arjen Maarleveld, it's difficult to think any of the world's coastlines that doesn't have a Vega presence. Even land-locked countries, with rivers and lakes, use Vega lights. He estimates the company has a 15 per cent share of the world market for the products it makes.

Core products include beacons, sector and range lights, and while most of these are designed for the marine industry, the technology is also used in a variety of other industries. Aviation, military and construction

are all represented. All of Kiwirail's railway crossing lights are Vega products.

The company's biggest installed base is in the US, though it has bigger revenue in some other markets. In the US the majority of the products are lights on buoys (a 5NM light), but there are also range and sector lights and hundreds of rotating beacons in lighthouses.

MANUFACTURING

Products vary in complexity and many are custom-designed for specific – and often awkward – applications. Nearly all of the manufacturing takes place at the Porirua plant, though some specialist work is sub-contracted to local partners. The major components are the optical lenses and lights and the electronic control systems.

Most of the lenses are machined and polished from high-grade acrylic but, for high-specification, long-range lights the lenses are ground from glass. Housing material varies depending on the application, but includes aluminium, gun metal, bronze, stainless steel and – for shorter range lights – plastics such as nylon, polyethylene and polycarbonate.



Most of the lenses are acrylic – machined and polished at the Porirua facility. High-specification lights often require glass lenses.

Because the lights are powerful and generate heat, heat dissipation is critical for longevity. Heat sinks are usually made of aluminium. Associated components such as solar panels and batteries are sourced from overseas suppliers.

LIGHT EVOLUTION

Vega was established in 1972 and light technology has evolved rapidly, says Maarleveld. “The switch from incandescent bulbs and tungsten lamps to LEDs has been particularly interesting. Just as the fabled Moore’s Law has seen massive advances in the electronics industry, where every few years components have doubled in power while shrinking in size, so LED technology has



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The vast majority of Vega's products have made the transition to LED. Most of the manufacturing is done on site.

advanced. You are getting more candelas for the dollar, more power in smaller and cheaper fittings."

He says the company is on the leading edge of the LED development curve right now, and expects the transition of the company's entire product range to LED will be completed within the next few years.

LEDs, he points out, offer enormous advantages to the operators of navigation lights. "The obvious benefit is longevity – LEDs last much longer than incandescent bulbs. The lifespan can be measured in decades versus the incandescent bulb's typical lifespan of about a year or less. And as that translates into much less maintenance with fewer replacements, it's easier – and much cheaper – to maintain the remote lights, especially those which involve chopper flights."

Because LEDs demand far less power than conventional incandescent bulbs, they can be powered by solar power and

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Notable Projects

Volta Lighthouse – Italy's famous lighthouse overlooking Lake Como now shines more brightly following the installation of a Vega VRB-25-LED rotating beacon. The lighthouse was upgraded to commemorate the 200th anniversary of the invention of the battery. It was named after Alessandro Volta, one of Como's favourite sons.

Casquets Lighthouse – to improve energy-efficiency the lighthouse was fitted with a Vega VLB-92 light. Casquets Lighthouse – built in the 18th century – is located on rocks 13km northwest of Alderney in the English Channel. The area is infamous for its shipwrecks.

Salcombe Harbour – lying between Bolt Head and Prawle Point in South Devon the harbour has a sand bar that's difficult to negotiate on an ebb tide with strong onshore winds. The new VLS-46 LED sector light (entrance marker) has received high praise from sailors for the sharp definition between its colours.

Soyo, Angola – the entrance to Angola's LNG Marine Terminal is aligned with the mouth of Congo River. Due to the relatively high current and wave conditions in the Congo River, a series of PEL sector lights was installed to help navigators negotiate the 90° turn into the dredged access channel.

Long Beach, California – very large container ships are guided through a tight channel to access the loading facility. Pilots wanted an accurate signal to show lateral position and movement. With room and budget for only one tower, a PEL sector light at each end provided the perfect solution.

Port Louis, Mauritius – the rear leading light into Port Louis was on the hill behind the city. The viewline passed directly over the CBD, and a proposed high-rise building would obstruct the pilot's view of the rear lead. New PEL sector lights now provide comparable navigation accuracy into the port without pilots needing to see the light behind the city.

"LEDs last much longer than incandescent bulbs – longevity is measured in decades rather than years."



The operators of the Panama Canal were able to increase the waterway's carrying capacity after installing Vega navigation lights.

batteries. And as the LEDs have become more sophisticated, so the size of the required solar panels and batteries has decreased. In effect the amount of electricity required to generate and power a given amount of candela is much lower. This is perfect for lights in remote locations.

With some lights the LED upgrade is able to use the same optics as for incandescent light sources. But in most cases the change requires new optics because of differences in the shape or size of the light source. The product is completely redesigned.

MONITORING & CONTROL SOFTWARE

Another of Vega's key product streams is Vegaweb – software which



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What's in a Name?

Established in 1972, Vega's evolution began with an innovative design for a PEL sector light. It was originally developed by Norman Rumsey, Head of Optics at the then Department of Scientific and Industrial Research (DSIR).

The PEL abbreviation came from DSIR's **P**hysics and **E**ngineering **L**aboratory, but the marine industry quickly adopted a different meaning – Port Entry Light. Vega's first PEL light was designed to mark the entrance to Paremata Harbour, north of Wellington.

allows operators to monitor the status of lights remotely. Depending on the location of a light, monitoring can be via Marine VHF, satellite, microwave technology or the cellular network.

The increasingly popular AIS is now being extended to conventional navigation aids – buoys and lights are now receiving their own AIS identity. This means boaties will be able to “see” them if they have AIS technology on board – a great solution in foggy conditions.

AIS is a relatively new for Vega but the technology has already been tested, with the equipment fitted to a Ports of Auckland buoy. Operators monitoring the buoy can check its location to see that it hasn't moved, for example.

And as the equipment includes an accelerometer, operators will receive an alarm if the buoy is hit by a ship. AIS identifies the ship, useful for Maritime Safety Authorities keen to recover costs.

Operators can also control lights remotely. Some high-end lights can consume a significant amount of power. It doesn't make sense to run such lights all the time as they're only needed when a ship enters a port, for example. Being able to switch them on and off remotely helps with energy efficiency.

Reliability is a major design principle in Vega's products. “The marine sector,” says Maarleveld, “is understandably focussed on safety – and safety is directly related to the reliability of navigation lights. But there is also an expectation that the lights should operate with as little fuss and maintenance as possible. I like to think our international reputation rests not only on the reliability of our products, but also their robustness.” **B**

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Super Shrimp

Words by **Lindsay Wright** Photos Supplied

Another instalment from the *Boating New Zealand* believe-it-or-not dossier...

ying in bed aboard at night can sometimes sound like you're floating in a bowl of rice bubbles at breakfast time.

Some people imagine electrolysis happening all around them, or that the boat is being attacked by the mythical fibreglass-eating teredo worm. But the real reason for those nocturnal snap, crackle and pop noises is even weirder than that.

The noises are caused by the fearsome feeding habits of snapping shrimp or kowhitiwhiti moana.

Several species of snapping (or pistol) shrimp are hard at work munching in various oceans round the world but New Zealand has a native version – *alpheus novaezealandiae* – which grows about 2-3cm long and is camouflaged to blend into its reef and rocky habitat.

The snapping shrimp's biggest departure from other shrimps is its huge claw, like a giant boxing glove, which makes up about half its body weight. The claw has two parts – a flat anvil on one side and a concave scoop on the other. The shrimp snaps these together with enough force to super-compress the water caught between them.

The compressed seawater heats to about 4000°C and expands, forcing out a low-pressure cavitation bubble at speeds up to 100km/h. As the bubble de-pressurises, it expands and bursts – causing the loud popping noise which keeps seafarers awake and wondering in their bunks.

Scientists say the noise can reach 218dB (a rock concert would

be around 150dB) and that the force required to make it is greater than any man-made device can produce, weight for weight.

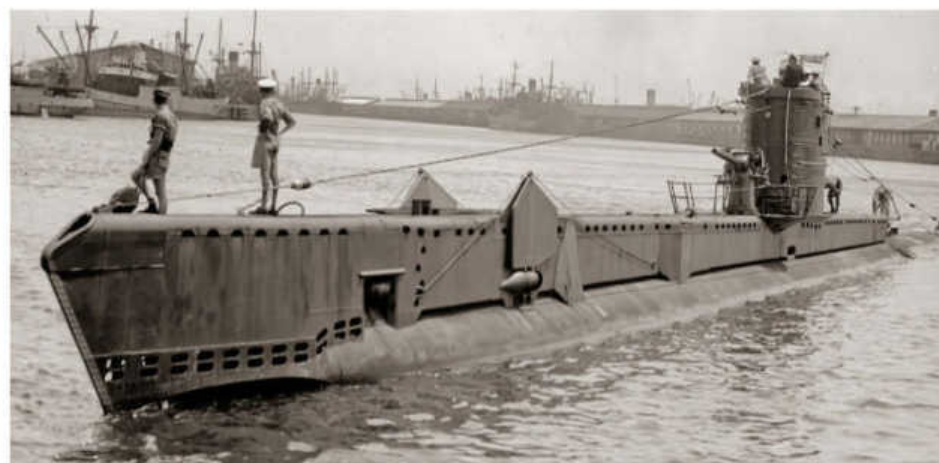
The bursting bubble and the accompanying pressure wave stuns the shrimp's prey – small fish and marine organisms – which it then drags back into its burrow to eat at leisure.

World War II submariners first recognised the phenomenon because the shrimp chorus interfered with sonar echoes and they would seek out concentrations of snapping shrimp to create an underwater hideaway from surface trackers.

New Zealand was already known to have some of the noisiest reef life in the world; kina make popping noises, gurnard growl, grunt and groan and john dory bark like a dog. But it wasn't until the Royal New Zealand Navy set up a hydrophone on Great Barrier

Pistol shrimp facts

There are 620 recognised species of snapping shrimp in the Alpheidae family, which has 45 or more genera spread through the world's oceans. Around 283 species belong in the biggest genus, *Alpheus*, including our native snapping shrimp. *Synalpheus* is the next biggest genus with 146 species, some of which are social creatures. *Synalpheus regalis* lives in colonies of up to 300 members inside sponges. All are offspring of a single large female. Rather like ants, the colony is divided into a single queen, numerous workers to care for the young and male soldiers to protect the colony. Most *Alpheus* species are solitary, although some share burrows with gobies in a symbiotic relationship. *Alpheus* species favour tropical and subtropical oceans.



WWII submariners would seek out concentrations of snapping shrimp to create an underwater hideaway from surface trackers.

Island in 1958 to monitor ship and submarine traffic in the Pacific that scientists began to study the shrimp in earnest.

They identified three separate noise types in the pristine reefs off the eastern side of the island which they termed “morning”, “barnyard” and “evening” choruses and realised the shrimps’ role in creating them.

At first they thought the noise was created by shrimp claws clacking together with great force, but when cameras capable of taking 4,000 frames per second became available they revealed the bursting bubble produced in a process taking about 10 nanoseconds.

It is also thought that the superheat generated in the claws cooks the micro-organisms in the seawater which are then expelled to be gobbled by the shrimp. But this seems anthropomorphic to me – what other marine crustacean bothers to cook its food for consumption?

If the big claw is lost or damaged, the ambidextrous shrimp grows the smaller claw to take its place.

Lying in bed aboard, listening to the shrimps at work, is time to speculate about giant, mutant snapping shrimp. For centuries the only squid we knew about were the regulation size creatures feeding on school fish. But, as deep water fishing technology improved, firstly giant, then colossal squid were dragged from their deep water habitats.

A colossal snapping shrimp? Who knows what’s down there? 

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The panels were trialled aboard an Open 50 in the 3,500-mile Route de Rhum trans-Atlantic race in November 2014. Power Sails were also used aboard an Arcona 380Z (Z for zero emissions), a production boat with a tape-drive mainsail including 75 square-feet of photovoltaic film on each side.

Because the material works well on a variety of fabrics, expect to see it on sail packs, dodgers, biminis and awnings as well. On the Open 50 the arrays could be unzipped and attached to the sail cover in port.

Currently Thin Film Photovoltaics (TFPV) cost twice as much and produce 15 per cent less power compared to solar panels, but the ability to recharge batteries from an awning or main sail, leaving the coachroof free of solid, sharp-edged solar panels, is a major breakthrough. **UK Sailmakers NZ 09 430 2801**

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The new charger supports GEL, AGM, WET and Calcium batteries. It has periodic equalisation capability to remove acid stratification from calcium batteries, while three-stage charging maximises charge capacity and prolongs battery life.

Other features include over-temperature and over/under voltage protection. The unit is also water resistant, shock, vibration and dust-proof to IP67 standard.

A remote in-cabin LED indicator to display charging and fault status is included and all cables are labelled and pre-wired.

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FRATERNAL *twins*

Words and photos by **John Eichelsheim**

A pair of Senator RH650s recently joined the Nelson recreational fishing fleet. Both are set up primarily for sportfishing, but their owners have taken slightly different approaches to specifying and then kitting out their vessels.



“Both Senators feel safe and secure and they’re quiet travellers ...”



Mark Cotton works at local fishing tackle and dive store Big Blue Dive and Fish. His boat, *Defiant*, is an enclosed hardtop Senator RH650, vinyl-wrapped in 'Stealth Blue' and 'Carbon Black'. Mark describes it as "a fishing weapon" but he went for the huge cockpit to facilitate his diving.

Dan Govier's Senator RH650 is an open hardtop version with custom seating and lots of optional and owner-specified equipment. Dan is an environmental scientist consulting to the oil and gas industries, but has fished commercially and as a charter operator.

Like *Defiant*, *Aqua Zition* is vinyl-wrapped, in this case in striking green and silver-grey by the Sign Shop in Nelson, including the cockpit sides, side pockets and seat bases to prevent salt water oxidising the aluminium.

Mark fishes locally out of Port Nelson, but also likes to trailer the boat to Whanganui Inlet where he crosses the river bar at Westhaven. There's no transom opening on *Defiant*, for better security when beach launching into a surf and because a lot of the





fishing Mark undertakes requires backing up into the sea to hold the boat in position over fish and structure.

Aqua Zition is without a transom a step-through for the same reason: Dan routinely holds the boat over a fish mark by reversing into the wind and sea. Both men like to fish from their positions at the helm, but have hit upon different cabin layouts to make this possible.

Mark has opted for a short hardtop cabin with doors that open out of the way so he can easily stand or sit behind the wheel and fish over the side; Dan felt an open-backed hardtop would work better for him.

FUNCTION FIRST

Defiant doesn't carry quite as much equipment as *Aqua Zition*, but she's still packed with functional gear designed to make fishing and diving easy. Mark went for Simrad electronics, a 16-inch NSS Evo 2 MFD, using his iPad as a second, portable screen to display data via Bluetooth. The VHF radio is also Simrad; there's a single Roca windscreen wiper and USB and 12V outlets on the dash.

The Fusion sound system features powerful speakers in the cabin and in the cockpit. Senator Boats fitted the custom speakers and Mark is rapt with the result.





Custom features

Dan asked Senator to modify the standard seat bases, widening them and shifting them closer the gunwales. He also had them sealed at floor level, providing dry storage under the seats. The seating arrangement includes two deluxe swivelling bucket seats and a couple of fixed, rear-facing seats.

The helm console was also customised to accept a pair of Lowrance HDS12 MFDs, fitted by local Navico dealer Fluid Electronics. "I prefer two separate displays because it gives me more ways to configure and display data," says Dan.

Like *Defiant*, *Aqua Zition* is well served by USB and 12V outlets, and also has a 1kW transducer and StructureScan, a single wiper and a slightly less extreme Fusion sound system.

Defiant's hardtop is carpeted inside, including the sides and the shelves, as is the cockpit, deadening hull noise and protecting stowed items. Extensions to the V-berths allow occupants to lie full length. On overnight trips Mark brings a portable chemical toilet.

A large locker occupies the underfloor space between the fixed seats. Close the double doors and the hardtop is cosy and warm; open them, along with the sliding side windows, and ventilation is good.

Both boats are dominated by huge cockpits, but *Aqua Zition* feels more spacious, probably because of her open hardtop configuration. In winter you'd need to rug up, but on an early summer's day in Nelson, it was nice to feel the air circulating around the cabin.

Unlike *Defiant*, *Aqua Zition* has trim tabs, which Dan says he wouldn't be without, and the dashboard switch panels feature custom labels from a local signwriter.

Dan also has overnighting aspirations. LED lighting strips are evident throughout, including in the cockpit and along the side pockets. *Defiant* has them too and both boats have underwater



Build your own charts

Mark finds Insight charting very useful: "Most proprietary charts, while broadly accurate, don't show up the sort of seabed details anglers find so useful," he explains. Using Insight he is building up personalised charts of the areas he fishes most often. A 1kW transducer is mandatory and the boat also has StructureScan.

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Defiant's bait station is a custom affair built by a friend. It features a decent bait/filleting board that drains overboard, plenty of sinker/cup holders, an array of rodholders across the back and a shelf underneath. The hardtop has a useful rocket launcher and there are six through-gunwale rodholders, plus stowage space in the full length side pockets.

lights, red and white LED cabin lights by Hella and cockpit floodlights as well.

Drop covers are coming for *Aqua Zition*, which will turn the boat into a comfortable camper, and there's a plumbed toilet "for the girls", a first for an RH650. Infill squabs and bunk extensions should make sleeping comfortable enough.

FISHING TRANSOMS

Wide open cockpits and fishing-oriented transom layouts characterise both boats. Mark came up with the in-transom

livebait tank design with its glass viewing window and practical venturi water feed, supplemented by an electric pump when the boat's at rest.

Dan had had a similar bait tank in his previous boat so he specified one like *Defiant's* for this boat, though Mark jokes that Senator did a nicer job of the cosmetics on *Aqua Zition* when it came to drilling the livebait tank overflow drains.

Neoprene on the coamings and side decks is nice to sit on and provides good footing when sidling around the hardtop, which is easy enough thanks to grab rails on the roof. There's no

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Game fishing

With game fishing in mind, but also live-baiting for kingfish, at Dan's request Senator fitted tuna tubes across the transom, neatly plumbed with an easy-to-reach on-off valve. Outriggers will soon be part of the package.

Aqua Zition has extra-heavy 6mm hull plates, which Dan reckons improve the boat's ride, especially in choppy conditions, and offer some insurance against trailer and beach launching damage.



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The Right Fit

Dan took his time researching a new boat. With plenty of experience and a number of charter boats behind him, he knew what he wanted. It had to be aluminium for beach launching and it had to fit in his shed at home. He liked pontoon designs for their safety and stability and he'd been impressed by the way Senators ride.

After he settled on buying a Senator and began talking about what he wanted on the boat, he twice revised the size upwards when careful measurement first revealed he could squeeze an RH620 into his shed and close the door, then an RH650.

Shoe-horning all the features he wanted into a Senator RH580, his original choice, or even the larger RH 620, was going to cost almost as much as buying a bigger RH650. So once he was sure the bigger boat, which shares the 620's hull, would fit the shed, a 650 was ordered. *Aqua Zition* is the finished item.

electric capstan on *Defiant*, but Mark reckons he doesn't do a lot of anchoring anyway and when he does, someone else pulls the anchor since he's the skipper.

Dan's layout is similarly functional but slightly different. He plans to troll for marlin – yes, it's the South Island, but marlin are encountered off Farewell Spit and the waters of the Taranaki Bight are quite close.

Aqua Zition is easily capable of reaching both those areas, especially since Dan likes to work the boat out of Okiwi, where he launches off a formed ramp without a pontoon or jetty. The bow ladder was specified to aid in launching and retrieving the boat.

The DMW tandem-axle braked trailer has been upgraded with heavier gauge steel and an extended drawbar to keep the bow and bow ladder well clear of Dan's Toyota Prado's tailgate. *Aqua Zition* is the smallest Senator fitted with a bow ladder so far.

POWER AND PERFORMANCE

Both Senators have identical powerplants: Yamaha 225hp four-stroke outboards with the latest electronic displays and electronic controls.

During our performance runs, *Defiant* proved slightly faster at wide open throttle. We managed 41 knots at 5000rpm in *Aqua Zition* but I'd expect a couple of hundred extra revs and a knot or three of extra speed in optimum conditions. Aboard *Defiant* we reached 44 knots at 5400rpm. 3000rpm gives a comfortable 25 knots.

Both boats perform well, accelerate strongly and ride nicely, though in the choppy conditions beyond the harbour entrance *Aqua Zition* definitely benefitted from trim tabs. Cross winds caused the

boats to lean over into the breeze, but on *Aqua Zition* this was easily corrected with the tabs for a drier more comfortable ride.

In general the ride quality of both impressed but, perhaps thanks to its heavier hull plates, *Aqua Zition* seemed a little more composed in joggly conditions. However, both Senators feel safe and secure and they're quiet travellers, especially *Defiant* with the hardtop doors shut.

Both of these Senator owners expect to make long runs across open water getting to and from their favourite fishing grounds, so comfort and safety were high on their list of priorities. Tasman Bay can be a windy place with choppy seas, but these boats appear well able to deal with those conditions. With their striking vinyl wraps, they'll be impossible to miss on the water.

Defiant and *Aqua Zition* join a growing fleet of Senator Boats operating out of Nelson. According to Mark there are now enough of them to hold informal Senator fishing days competing among themselves.

The Senators were supplied by Nelson dealer and Senator agent, Haven Pleasure Boats. **B**

Senator RH650

- **loa** 6.75m
- **beam** 2.38m
- **draft** approx 0.4m
- **deadrise** 18° at transom
- **construction** aluminium, 5mm (6mm) bottom, 3mm pontoons
- **towing weight** 1500kg approx
- **engine** Yamaha four-stroke 225hp V6
- **fuel** 215 litres
- **cruising speed** 25 knots
- **max speed** 44 knots
- **packages from** \$73,871.00 (Haven Pleasure Boats, Nelson)
- **manufactured by** Senator Boats, web www.senatorboats.com
- **boats supplied by** Mark Cotton and Daniel Govier





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WAR ON BIRDS

Words by **Matt Vance**

It takes a devious, cunning mind to win the battle against our avian friends, where a lack of respect and irresponsibility reign supreme.

Nothing can prepare you for the shock of the first attack. I had delivered my new yacht, *Siward*, to the beautiful waters of Deborah Bay in Otago Harbour, cleaned her up and slipped ashore at sunset, full of pride in her first voyage.

My reverie was abruptly cut short the next morning when I rowed out to her and found her covered in bird crap, with two resident black-backed gulls doing their best to defend what they regarded as their turf.

After a short air war reminiscent of the Battle of Britain, I had managed to regain my boat. What I did not get back was my innocence when it comes to the cunning ways of birds. It has been a slow cold war ever since.

After two hours of scrubbing, I had the boat back to a fit state

and began to ask around the moorings as to suitable deterrents for the war on birds. All manner of cures and advice was offered.

Whirligigs, CDs and nets were all in evidence on the boats. The old retired fisherman in the bay was sure to be a source of good advice so I collared him on the jetty. "To be honest, I have given up," he said, with a shrug of his shoulders.

"There is a pair of black-backs nesting on my boat and I haven't the heart to move them." He gestured to an old launch with a large nest on the coach roof and a mean-looking black-back guarding her egg. "By late summer she will have fledged and I will get my boat back...until then I will have to do a bit of gardening."

He was a broken man. The persistence of a pair of birds had turned him into a landlubber and the owner of a floating guano island.

Seabirds routinely roost on moored boats, fouling them with their droppings.



Know your Enemy

The first rule of war is to know your enemy. Here are some of the more likely producers of crap:



Black-backed gull

The New Zealand Birds Online website says the black-backed gull (*Larus dominicianus*) “nest in colonies of up to several thousand pairs around the coast of New Zealand.” In reality they are way savvier than this and will have a crack at nesting anywhere that gives them freedom from predators, elevation and proximity to food.

Marinas are too busy but high-rise buildings and motorways are acceptable, as most people are too lazy to get out of their car or climb a roof. Best of all is a moored boat, preferably one that is ignored by its owner.

There is nothing casual about a black-backed gull crapping; they are a territorial crapper. The crap is only a by-product of their desire to find a place to nest and raise their young. Blessedly their ability to crap is mediocre compared to some or the other species that haunt moored boats in New Zealand.



Shag

The shag, mainly of the *Phalacrocorax* genus that includes the little, pied and black variants, is a common sight around New Zealand coastlines. These birds are random crappers; if they need a rest to dry their feathers after a spot of morning fishing and your unattended moored boat is handy, they will alight on it and crap with casualness that borders on innocence.

While sleek predators when underwater, they fly and perch with dimwitted clumsiness. If your boat is rolling or has no easy perching sites they will leave you alone. Their favourite place to perch is on the pulpit or pushpit as the radius of stainless steel tube common on boats is easily gripped by their webbed feet.

Of all the birds, they leave a blessedly liquid kind of guano. This is easy to clean if you catch it quickly, but it must have a toxicity close to arsenic as it kills even the tenacious *Pinus radiata* tree if a colony of shags chooses to roost in its branches.



Terns

Terns, predominantly from the *Sterna* genus, are prevalent throughout New Zealand over summer. These birds are social crappers and make up for their small size with vast numbers.

Unlike the shags that roost elsewhere, or the black-backed gulls which are looking for a nesting site, terns actively seek a place to spend the night. They prefer to perch shoulder-to-shoulder along booms, mooring lines and gunwales, chirping incessantly among themselves.

Their ability to crap is staggering; they can get a depth and breadth in their coverage that cannot be matched. Their diet appears to contain large quantities of cement and the resulting product will set like concrete in short order.

Cleaning up the offerings of the enemy is simple, if not laborious. A brush, a bucket of seawater, some elbow grease and a spare hour or two will do it. A dull blade will help with the more stubborn bits, as will a healthy round of swearing.

Sail covers will need removing for washing and in extreme cases they will have to be thrown away. By job's end you will be murderous in your intentions towards the birds and will turn your feverish mind to prevention.

PREVENTION

Like talk-back radio, bird scaring is a topic of broad and strongly placed opinion. While no one method will work all the time, there are some tricks in the boat owner's bag for the war on birds:

USE YOUR BOAT – the first and most effective technique is to use your boat. Black-backs especially are keen observers of humans, who they rightfully see as mortal predators.

If you are on your boat and using it, your presence and the change it makes in the boat's behaviour will scare them off. Like humans, birds will go down the path of least resistance and quickly set their sights on another boat.

Most mooring areas have a great camaraderie between boat owners; however, when it comes to birds it is every man, woman and dog for himself. “I do not mind where they crap as long as it is not on my boat!” is a common sentiment.





A cosy nest – note the studied indifference to the fake owl.

The sight of bird crap on the deck is a sure indication to birds that it is OK to crap there, so be persistent and keep your boat clean.

FIREPOWER – firepower is very rarely effective; however, it can be immensely satisfying. Several sailors I know keep a slingshot aboard for such occasions. French solo sailor Bernard Moitessier made a bit of a habit of downing the odd shag for some much-needed protein. I have never eaten shag but I suspect a stringy, fishy toughness would require at least a day's worth of boiling to make it palatable!

NOISE – the vineyards of North Canterbury use a pneumatic

boom to scare birds from the grapes. The marine equivalents are hummers – thin tapes which let off noise not unlike a revving two-stroke in the wind. Both these techniques are victim to the perversity of birds. Once something becomes normal in their environment and does not kill any of their kin, they ignore it.

SCARECROWS – this same perversity works for scarecrow devices such as plastic owls and hawks. These birds are rarely found over the sea, so sea birds tend to ignore them. A yacht not far from my own in the moorings has a black-back nesting right next to a fake plastic owl – a sure sign that they cannot be bullshitted by cheap imitations.

COPPERCOAT OWNERS UPDATE...

"In September of 2013 I undertook the application of Coppercoat on the undersides of my Lotus 950 yacht after much research and advice from fellow club members. The cost was over \$3000 but I weighed up the long term savings on antifoul paint and labour input.

I have withheld judgment on the outcome and findings of the Coppercoat until haul out on September 2014. I was waiting to see just how it performed. I can advise that the removal of Tamaki River slime was effortless and done with snorkeling during the season and with a broom with no fear of brushing off the ablative as in the past. Upon haul out a quick blast with the club blaster removed all residual slime followed by another light scrub with a Janola mixture to remove any residual organisms.

I must say it was a refreshing change not having to endure the dirty sanding back and application of expensive antifoul paint. I probably saved about \$300 (more next year) and lot of time to boot. The side effect was my freedom to pursue all the other little jobs that you never seem to finish on a haul out.

The result of this application is to my total satisfaction and I rather admire the pleasant green hue of the coating topped with my lime green two pot boot topping.

I should add the expert advice and personal input of Paul on the day of application (team of four) was invaluable and great customer service. As a result of this operation one of the team has had his own boat coated as well.

My boat is the subject of quiet admiration and I am sure as time goes by more boaties will be following the coppercoat movement.

Thanks for all your input and keep up the good work."

Kind regards,

Tom McCallum, PYBC



VITAL STATISTICS:

Boat name and design:
Lotus 950 'Rodelinda'
Moored: Tamaki River
Date coated with Coppercoat:
September 2013
Who coated it: Tom McCallum

Phone: 09 378 4280

info@mecmarine.co.nz

www.mecmarine.co.nz

6604403AA



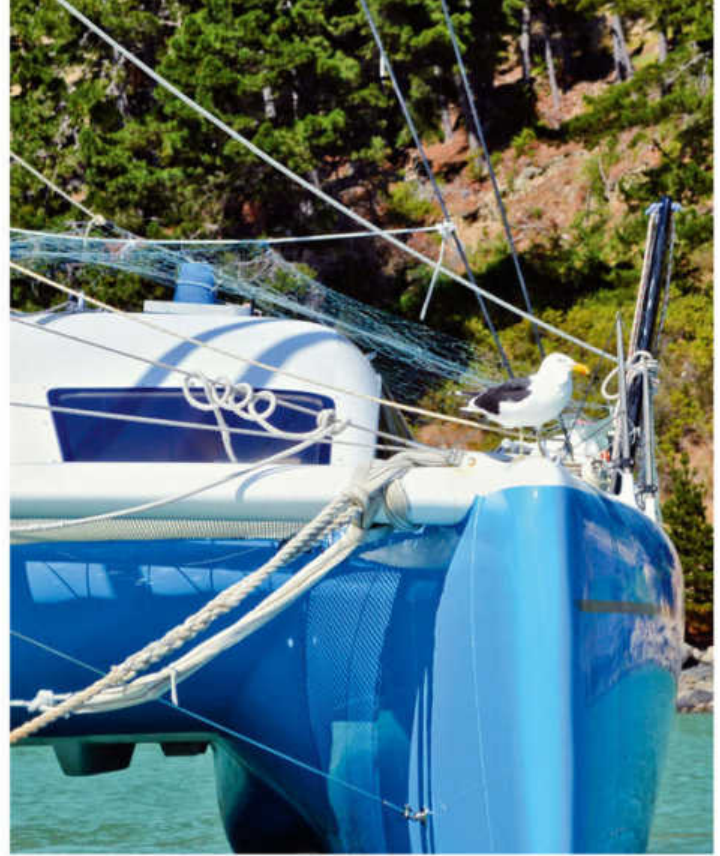
Every boat becomes a potential home – and it's even better when free dinner is served.

MOVEMENT – movement is one thing birds do not like. Movement is associated with predators and that means people. Deterrents that involve movement are by far the most popular method of keeping away the birds in any mooring area.


Plastic supermarket bags, strung on a line fore and aft, move in the lightest of breezes. CDs strung on a line, flashing piercing rays of sunlight in a random fashion, also do the trick.

One ingenious launch owner in my local bay has a couple of vertical axis wind turbines that look like small helicopter blades on his coach roof. All of these require some wind to work and on calm nights they are next to useless.

NETS – while a thin line strung along your boom is a simple and effective way to keep your sail cover crap-free, full deck nets are the option of last resort. They are effective at keeping the birds off, but taking down the nets to go for a sail is such an ordeal that the boat is likely to stay put. The birds win by default!



While the social crappers and the random crappers can be scared away with tricks, the territorial crapping black-backs are another story. Come nesting time in spring they will make up their mind about their preferred boat. If it's yours it will take everything you have got to convince them to change boats. Once they have laid eggs or had chicks, nothing other than a shotgun will move them.

Why they choose one boat over another is still a bit of a mystery. It might have something to do with isolation from predators and proximity to food or it could be their perverse sense of humour at turning sailors into gardeners. 

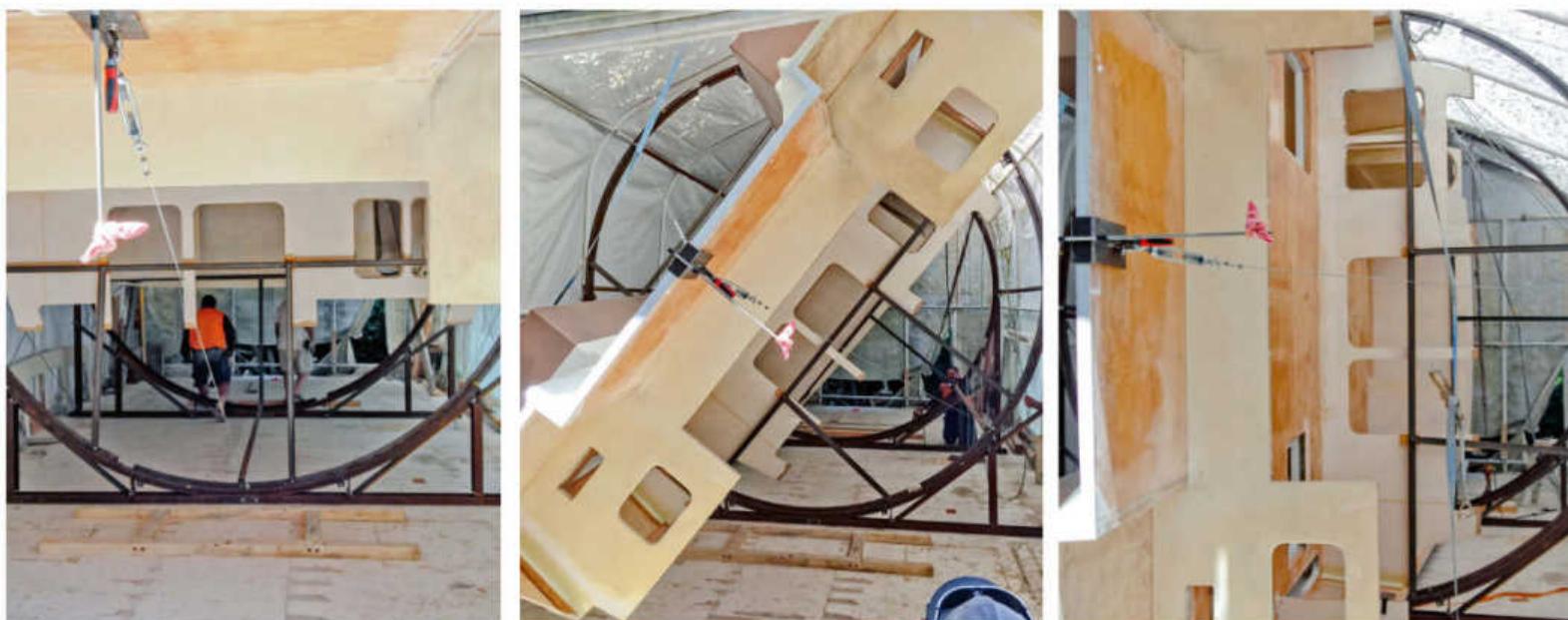


Full deck nets help but taking them down to go for a sail is an ordeal.



OVERTURNING AN OBSTACLE

Words and Photos by **Ian Kendrick**



With the hull elevated to the required height, the entire structure was slowly rolled through 180° – all without removing any part of the tent.

Building a boat for the first time can present seemingly insurmountable hurdles – but they're often solved with a twist of canny thinking.

When I graduated to thinking about a launch after owning a number of trailer boats, I considered various secondhand options. But the struggle to find something suitable soon made me realise that satisfaction would require a more hands-on approach. Besides, the challenge of building my own launch was irresistible.

Space in the backyard was sufficient (just), and building her there meant the project would always be on-hand to encourage regular progress. Furthermore, a consultation with a craneage company confirmed the completed hull could be lifted free and on to a waiting trailer.

After acquiring a fine Ron Given catamaran design, the mundane task of establishing the “factory” became the pressing issue. First, a tent cover from Shelter Tent was procured. Next a flat ply floor was installed on a home-built screwpile base. This gave me a level lofting station and sheltered build zone.

The original approach was for the hull, built upside down, to be rotated with chain blocks fixed to the tent frame. After rotating the bridgedeck in this manner, however, it was obvious the technique wouldn't work for the hull. The bridgedeck, at three-quarters of a tonne, was at the weight limit for the tent frame. The hull weighs in at four-and-a-quarter tonnes!

Having discounted my original approach, the next obvious option was using a crane for the rotation. This would entail dismantling the tent, removing powerlines and reassembling everything after the rotation – all in all, not a pleasing thought.

But my steadfast boat-building companion, Kepu, had other ideas. Kepu, fortuitously, is a qualified boilermaker and boldly proclaimed “we'll just build a rotating frame and complete the exercise inside the tent.”

Although somewhat sceptical at first, the idea make sense and it quickly grew wings. Sketches and scale drawings were developed – showing the boat at various design lofting stations to determine the diameter of circle that would be required to fit the hull. This was followed by more scale drawings – confirming that the circle would fit inside the tent.

The success of these designs demonstrated the feasibility of, and generated confidence in, the new approach.

THE FINAL DESIGN

The system comprises a rotating ring made from a 75mm x 40mm x 3mm box-section steel rolled to a 4.7m internal diameter, comprising four, bolted-together quadrant sections.

Inside this is a 50mm x 10mm CNC circular-cut spline. This is welded to the circular ring to give a fixing point for the angles which lock the hull into the ring, leaving a 4.6m diameter clear space.

The rotating ring rolls inside a quadrant “half-pipe” PFC section, 125mm x 65mm, which has four wide bearings fitted, of the type used on pallet trolleys. This half-pipe, in turn, sits inside a square U-section, PFC 150mm x 90mm.

The bearings are fitted from outside the half-pipe ring, through slots giving 25mm of bearing and leaving about 45mm of side wall of the half pipe to guide the rotating ring.

Lateral stability is provided by the self-centering action of the ring in the half-pipe. Fore and aft stability is provided by 8mm wire rope bracing and turnbuckles, fixed to the outer U-section.

From the scale drawings, the required height of the hull and rings to fit inside the tent were determined and the hull elevated to suit. The rotating ring system was then assembled, the hull locked into the ring, and, with a few fingers crossed, we were ready to roll.

The rotation took about 90 minutes to complete. We pulled



"The rotation took about 90 minutes to complete."

the hull up to vertical using chain blocks fixed to the apex of the tent frame. We then took it from vertical back down again using a chain block fixed to the outer U-frame.

At all times we kept a locking chain on the ring so it could only move about 500mm, just in case it wanted to go into "free fall" mode; however, there was always enough friction in the system to prevent this happening.

In hindsight, it would have been easier to complete the whole rotation using the outer U-frame for the pulling base. This would have prevented a bit of chafing at the sheer, caused by the chains running over the hull.

Temporary blocking was then reinstalled, and the load of the hulls taken off the rotating ring in preparation for ring removal.

A cold one on completion never felt so good.

The cat is scheduled for completion next year, but having progressed as far as I have, and appreciating what I have learnt along the way, I now consider every man should build at least one boat in his lifetime.

We're finished with our rotating jig, so it's available for the next turning event. We'd love to see our handy work get some further use, and if you think you could use it, please contact me. Happy boat building, wherever you are. 🇳🇿

CONTACT: Ian Kendrick, Busck Prestressed Concrete Ltd.
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ENL Celebrates 70-Year Milestone

MARINE electronics distributor and manufacturer, Electronic Navigation Ltd (ENL) celebrates its 70th birthday this year.

Formed by Russel Thomas and Duncan Cox in December 1945, ENL operates from offices in Auckland, Nelson and a satellite office in Europe supporting its locally manufactured WASSP Multi-Beam Sonar.

There are 70 FURUNO dealers in New Zealand and the South Pacific, and 30 WASSP (Wide Angle Sonar Seafloor Profiler) distributors globally.

ENL started out servicing electronics for the commercial fishing industry, before diversifying into manufacturing radio direction finders and double-sideband radios. In the early 1960s former navy man Jack Williamson (MBE) took over the company and became New Zealand's FURUNO agent.

Mike Hodson joined Williamson in the 1970s, working part time at ENL while still in the navy. In 1986 Mike bought the company, establishing ENL R&D in 1990 and focusing on new technology for the commercial fishing sector.

In 1991, Mike's son Gareth joined ENL as a trainee engineer. After filling many roles within the business, Gareth had a stint playing rugby in Wales before taking on senior management. He became Managing Director in December 2010.

ENL has distributed FURUNO marine electronics for over 50 years. In 2014 FURUNO took a 10 percent shareholding in ENL, increasing that to 29.5 percent a year later.

Part of ENL's global success was the development of WASSP, introduced in 2006. WASSP quickly established itself in this specialised market, selling into sectors such as commercial fishing, defence, survey and mapping and superyachts.

Electronic Navigation Ltd | WASSP Ltd www.enl.co.nz www.wassp.com



Paul Powney joins Lighthouse Marine

PAUL POWNEY HAS joined Lighthouse Marine Equipment as Managing Director and is a major shareholder.

"We want to take the business forward and feel the time is right for a push," says Lighthouse's Mike Harris, who welcomes Paul as a business partner.

"We needed someone with management and organisational skills, an understanding of process and structure and a good knowledge of the marine industry. Paul, with his business acumen, well-rounded skill set and key international, national and corporate account sales experience, was the obvious choice."

Paul has a technical engineering background. He spent 22 years with TransDiesel in a variety of roles, most recently as National Sales Manager, Consumables, and before that, 12 years as Marine Sales Manager. He also served as a weapons electrical mechanic in the RNZN.

Paul takes up his new role at the end of March. He will concentrate on operational and commercial segments of the business. Mike will focus on sales and OEM product development.

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Corroded towbar warning

MOTORISTS have been urged to check the condition of their towbars after a corroded bar on the rear of a vehicle failed in dramatic fashion while attached to a boat trailer.

The towbar was severely corroded and snapped in two while in use, but fortunately it happened in a parking lot and not on the open road. The consequences could have been far worse had it taken place on a busy road.

Best Bars Ltd CEO, Stephen de Kriek, says all towing motorists need to be vigilant about checking their towbar, towbar tongue, towball, coupling and trailer regularly.

"Conduct regular checks, remove the towbar tongue, check the towball, the coupling, the safety chains and D-shackles for excessive wear and tear or corrosion."

If the towbar shows excessive wear or corrosion, he strongly advises replacement with a brand new towbar designed and made to NZ Standard 5467. Motorists should look for this reference on any new towbar they purchase. Not all towbars sold in New Zealand meet this standard, he warns.

He also advises motorists to stay away from purchasing second-hand towbars, especially from internet auction sites, as there is no way to verify their history or condition.

phone 09-269 0582 www.bestbars.co.nz



Sealines win Motor Boat Award

EUROPE'S OLDEST MOTOR boat magazine, *Motor Boat & Yachting*, presented the Sealine S330 and C330 with the coveted Motor Boat Award 2016 in the category 'Sport cruiser up to 45 feet' at a gala function in London earlier this year.

In 2015, Sealine received the Motor Boat Award for its F380 model in the 'Flybridge up to 55 feet' class.

The jury said: "Sealine had fulfilled the wishes of Sealine customers: British designer Bill Dixon excelled himself, taking the hull from the successful S330, but completely re-arranging the interior and designing a new deck layout. The C330 is a completely different boat... and is an entirely new development in its own right."

Bill Dixon's Sealine cruiser designs offer an optimal combination of dynamics, function and luxury.

The Motor Boat Award was presented for the first time in 2005 and is one of the most internationally recognised prizes in the yacht building sector. www.sealine.com

NZMITO congratulates 2015 graduates

THE NEW ZEALAND MARINE Industry Training Organisation (NZMITO) saw another large group of 81 young apprentices graduate in December, with a number of those receiving their qualification at a dinner held at the Royal New Zealand Yacht Squadron.

NZ Marine & Composites Industry Training Organisation General Manager, Chris van der Hor says the apprentices are instrumental in the growth of the industry and the NZMITO continually rates highly among not only the apprentices but other industries.

Since its inception, the NZMITO has seen 1,640 apprentices come through the programme and achieve a relevant industry qualification.

Building successful trailer power boats, internationally-acclaimed superyachts and race-winning performance yachts, the marine and composites industry is forecast to double in size in the next decade or so. It is dependent on a strong and well-trained work force.

The New Zealand marine and composites industry is one of New Zealand's largest manufacturing industries with close to \$2 billion in sales. 160 employers give work to 10,000 employees and almost 400 apprentices.

NZ Marine & Composites Industry Training Organisation 09 376 7738 email: chris@nzmarine.com

Five-Year Warranty for Volvo Penta compact engines

OVLOV MARINE LTD, Auckland's leading Volvo Penta agent, announced a five-year warranty on all compact diesel engines from 12hp to 75hp.

The warranty also covers the gearbox and Saildrive range for leisure use.

Volvo Penta's compact engines come standard with 115-amp alternator, a range of gearbox options and of course Saildrive.

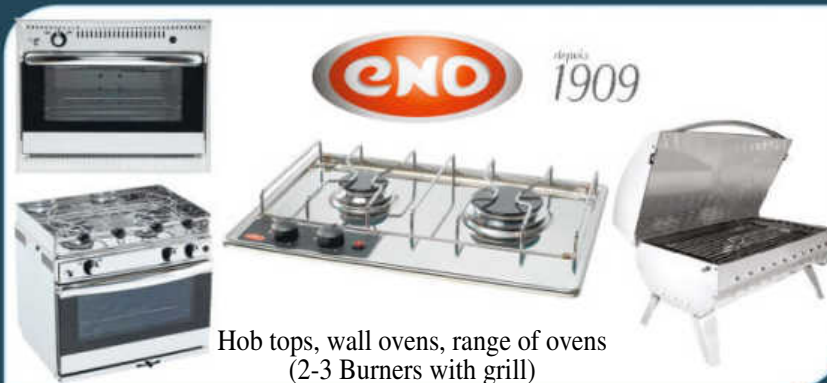
"The warranty shows Volvo Penta's commitment and confidence in the product," say sales director Lachlan Trembath.

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The change^{ling}

Words by **Lawrence Schäffler** Photos by **Will Calver**

When a family's cruising ideals come up against Dad's twitchy-fingered racing instincts, sailing trips rarely end happily. But a new 9.5m greyhound streaking around the Bay of Islands proves that compromises can be effective.

Launched late last year, *Learning Curve* is from the drawing board of speedster designer Rob Shaw. He penned it for Kerikeri mechanical engineer Paul White who built her painstakingly over six years – his first significant boatbuilding project. And despite the learning curve, he did a great job. She's a sleek, sharp-looking machine with a performance to match.

The yacht marks a significant departure from Shaw's design legacy which is exclusively racing machines. Examples include the legendary 7.5m sportsboat *Animal Biscuits*, the 9m canting keeler *Deep Throttle*, and Shaw's own boat, *Karma Police*, now racing in Norway. *Learning Curve* is his first dual-purpose design – a cross-over boat – and the yacht's name is an appropriate metaphor

as much for the owner's building programme as it is for Shaw's design shift.

White, an experienced racer, admits his initial brief was something more like one of Shaw's conventional 9m designs – including a canting keel – but the family cruising requirement quickly eliminated any notion of a stripped-out carbon racer. Wife Jo tactfully pointed out that if they were going to spend a serious amount of money it had to be on something the whole family could use and enjoy.

So *Learning Curve* is a skilful blend of thoroughbred racing genes with cruising comforts – a happy compromise. According to Jo, the yacht morphs into a "boy's boat" for Wednesday afternoon club racing when the adrenaline flows and Paul adopts his Mr Hyde



persona. But most of the time she's a docile family cruiser – when Dr Jekyll, Jo and the two children (9 and 11) set off on leisurely explorations of the Bay of Islands' cruising grounds.

Learning Curve's success is particularly noteworthy considering she was Paul's first major boatbuilding project (he built a 5m yacht in his teens), though he confesses he received plenty of guidance and help from professional boatbuilders Tony Dalbeth (owner of *Deep Throttle*) and Craig Partridge (Craig Partridge Boats Ltd).

The build is also impressive given the composite construction – foam-cored, e-glass hull and decks and a liberal sprinkling of carbon fibre for components such as the saloon floor, keel support and the chainplates. She tips the scales at 1,800kg in racing trim (2,350kg cruising weight) and nearly half of that is the lead bulb at the end of the 2.2m steel fin.

Admittedly, she looks more racer than cruiser. Witness the open cockpit, the vertical stem, the menacing prod, the clean decks, the absence of a toe-rail, the maze of running rigging, the tall, tapered carbon-fibre mast (C-Tech) with its two swept-back spreaders and the square-topped main.

The deck layout and running rigging reflects White's racing heritage. Sail controls are sophisticated and precisely-positioned. They include a full-width

“She tips the scales at 1,800kg in racing trim.”



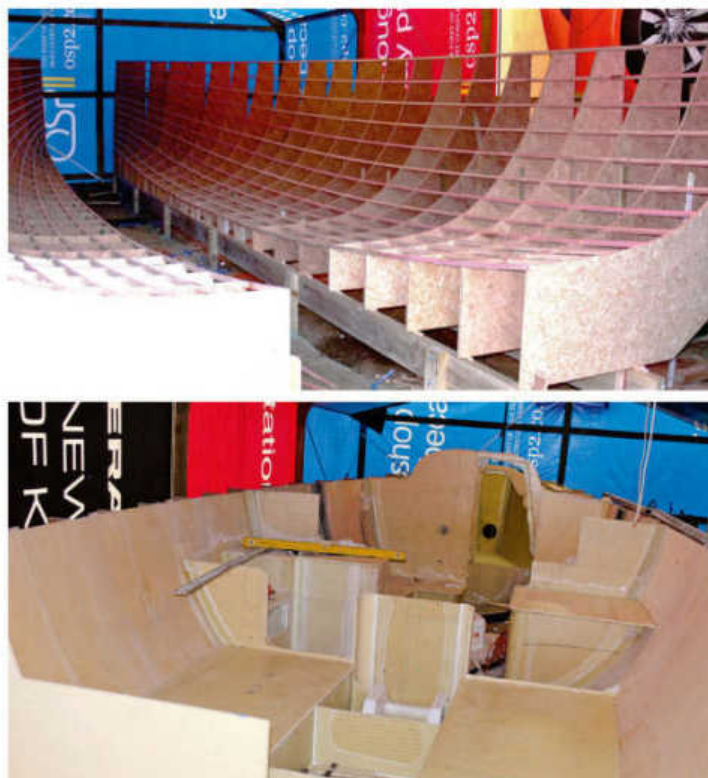


traveller on the cockpit sole, barber inhails on the jib sheets and a pair of running backstays. In fact each side has *two* running backstays, fixed to different points on the mast. Deck hardware is exclusively Harken. There are four winches – two on the coachroof either side of the companionway and two on the combing. Raymarine instruments provide wind and course data.

The cruiser side of the equation is far more evident below.

INTERIOR

Learning Curve has a very light displacement for a performance-cruiser, but with her relatively high freeboard she presents a surprisingly generous interior volume. She sleeps six – a V-berth in the forepeak, single settee berths in the saloon (port and starboard) and quarter berths under the cockpit – the boat's most spacious beds.



TOP: Shaw's dad came along to check out his son's handiwork.
ABOVE: A pretty good outcome for a learning curve builder.

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Explosive package

Another Shaw design, the 7m *Angry Dragon*, is destined to keep the opposition on its toes.

Launched within a few months of *Learning Curve*, *Angry Dragon* meets a very different brief – outright speed.

She belongs to brothers Richard and Tom Kiff and their mate Stu Wilson, all of whom call the Bay of Islands home. All three travel internationally regularly for work, with Volvo veteran Wilson currently crewing on *Rambler 88* and the Kiff brothers working behind the scenes on various America's Cup and Volvo campaigns.

But when they're at home it's time for fun. All have previously owned Shaw boats – Tom and Stu the Shaw 650 *Snatch*, and Richard the 650 *Porn Star* and 7m *Custard Truck* – and decided they wanted more of the same, in an updated design.

They wanted a boat that would be easy to set up and use, and just as easy to pack away when they were overseas. Most important, she needed to be competitive, especially with old rival Phil Jamieson, formerly the owner of 7.65m sportsboat *Helter Skelter*, launching a new boat this summer too.

The result is *Angry Dragon*, a bright-red, feisty-looking sportsboat carrying a 3.2m prod and more than 36m² of upwind sail area. Built in full carbon, she's an updated version of Shaw's popular 6.5m sportsboat, designed in the early 2000s.

Shaw says the design had its genesis in a commission from an Australian sportsboat owner, who wanted the fastest 7m boat possible under the local rule. When Wilson and the Kiffs started talking about a new boat, Shaw showed them what he'd drawn and they decided it also suited their needs.

One of the constraints imposed by the Australian rule is a maximum beam across the racks being limited to 3.5m (the New Zealand rule allows for up to 4.9m). "The only modification to the original plan," says Shaw, "was to increase the size of the rig a bit, to allow them to trapeze like most New Zealand sportsboat sailors do, but to still be able to sail under the Australian rule."

Compared to the earlier 650 design, he's made some changes to the sail plan. "I've increased the size of the jib and made the boat easier to handle. Some changes to the hull shape help the boat plane earlier and improve its upwind performance, and changes to the construction details have made the boat lighter and easier to build."

Instead of the 650's "wings", *Angry Dragon* has carbon tube racks to get the crew's weight outboard, which slide into themselves to reduce the boat's beam for legal trailering.

Transportability was another important factor; the crew plan to campaign the boat overseas, at regattas such as Airlie Beach Race Week in Queensland, as well as in Europe as all three are often based there. The boat has been designed to fit into a 12m container for shipping.

Wellington-based Matt Gottard of MG Composites built the full-carbon hull and decks over a plug in his Petone workshop.

With her light displacement and deep, spade rudder *Learning Curve* is super-responsive and agile.

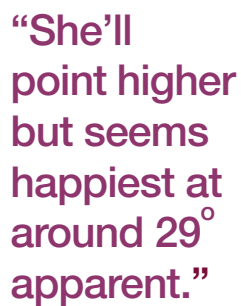


As you'd expect on a 9.5m yacht, the galley is modest and compact but completely functional. It includes a small cooker and sink (port) at the base of the companionway, with a small fridge/freezer opposite. A single bathroom (with a curtain for privacy) is on the port side, between the saloon and forepeak.

Bathroom and forepeak share their space with the retracted prod, but it's easy to create more room by extending the prod at anchor. The saloon table is removable (to create more room for manhandling sails during racing).

A 20-litre hot water cylinder (run off the 20hp Lombardini diesel engine) adds to the comforts, feeding a shower in rear





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- **fuel tank** 40 litres
- **Sail area** main 40m²
jib 26m² gennaker 100m²
- **design** Rob Shaw
- **build cost** \$280,000

With the gennaker drawing well we cracked 10 knots a few times.




the hull exceptionally easily. We sailed close-hauled in a modest breeze (10 – 12 knots) with the speedo ticking over at between six and seven knots. She'll point higher but seems happiest at around 29° apparent, and with her deep spade rudder providing excellent feedback through the tiller she's superbly responsive and agile.

Off the wind, in a little more breeze with the prod extended and the gennaker drawing well, we cracked 10 knots a few times, and I was intrigued to see our wake threatening to form a rooster tail. She is seriously quick and on her first race (the Willis Sails Poor Knights Islands Race), *Learning Curve* finished second on line and won on handicap.

With her modest displacement the Lombardini drives her easily at around six knots (2000 - 2500 rpm) and the folding Gori prop did a good job of reversing her into her berth.

Her owners are very happy with *Learning Curve* – Jo declares she's a simple, comfortable cruiser for a young family – an easy holiday boat. As for White himself, he's rapt with the boat and says she's excelled in every respect. He particularly likes the ease with which she slips between race and cruise modes, and while there's very little he'd change he definitely wants to upgrade to a solid vang.

But for that, says Jo, he'll have to wait until his next birthday. 

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Mark O makes it three in a row



Mark Orams (Torbay) has made it three New Zealand National Paper Tiger Championships in a row with a win at the 2016 Nationals hosted by Torbay Sailing Club over Waitangi Weekend.

The regatta saw a strong 44-boat fleet compete over four days in breezes ranging from 0 to 20kts from the NE quarter, allowing for some great downwind surfing conditions when the breeze was up.

The event was the overall National Title, as well as the B and C Grade titles so every competitor throughout the fleet was fighting for every position.

With the wide range of competitors participating, other titles decided during the competition included the New Zealand Women's Title, The Junior (Under 21) Title, The Veteran's (50-59) Title, The Grand Master's (60-64) Title, and the Great Grand Master's (65+) Title.

Orams took the overall National Title following a dominant and consistent performance during the entire regatta. He finished with a 12 point lead over current International Champion Dave Shaw

(Nelson), while Ryan 'Rowdy' Leatham (Wellington) rounded out the top three after an enthralling battle which saw third to fifth separated by only six points going into the final day.

The junior title was dominated by current International champion Dylan Taylor (New Plymouth) who picked up his fifth Junior title in a row. After nine tight races Taylor finished the regatta in ninth overall (one point behind his father Stuart).

The Women's Title saw Wellington sailors Lynley Manning and Jane Thomassen claim first and second, with Polly Powrie finishing third in her first Paper Tiger Nationals. Manning (Evans Bay) claims the title for the eleventh time.

Following a tight tussle at the top of the B Grade, Torbay locals came out at the front with Blair McLay taking the title in fourteenth Place overall. Owen Jenkins finished second in 16th overall and Matt Hibbard took third place in 18th overall.

The C Grade title was won by Nick Gardiner (Queen Charlotte), who took the title ahead of Alex Hinton (Torbay) and Matt Phipps (Maraetai, Auckland).



Gold & Bronze for NZ at Miami World Cup

The NZL Sailing Team claimed two medals at the recent ISAF Sailing World Cup in Miami. The medals came in the 49erFX women's skiff class and the men's single-handed Laser event – the second in the 2015-16 ISAF Sailing World Cup series.

Alex Maloney and Molly Meech were awarded the 49erFX gold – a formality for them even before the final day's medal race, having out-sailed their international rivals over five days of fleet racing. Meanwhile Sam Meech, brother of Molly, came from behind to snatch bronze in the Laser class.



Volvo race pleases sponsors

At a time when major global sports events are struggling to contain spiralling costs, a report by auditors PricewaterhouseCoopers (PwC) has praised the Volvo Ocean Race for halving the price of competing for sponsors.

Much of the credit for the reduction has been ascribed to The Boatyard – the shared-maintenance facility introduced by the race for the last edition in 2014-15.

“A campaign now costs around 50 per cent less to run,” says Manuel Díaz, author of the *Assessment of the Maintenance Operating Model* report. “In the last editions, the cost was between 20-35 million rather than 10-15 million for campaigns at the same level.”

The Boatyard pooled both human and equipment resources for the servicing of a newly-introduced class of boat – the Farr-designed Volvo Ocean 65. This one-design broke with 40 years of tradition for the race, which began in 1973 as the Whitbread Round the World Race.

The report, commissioned by the race after the finish of the 12th edition in June last year, in particular praises the significant cost reduction in contracts with suppliers, spare parts stock, transportation, labour and support staff and infrastructure. It also highlights a reduction of breakages and the consequent corrective maintenance, and improved predictive maintenance, fixing potential weaknesses before they result in breakdowns.

The 2014-15 edition was won by *Abu Dhabi Ocean Racing*, skippered by Briton Ian Walker. *Team Brunel* (Netherlands) finished second and *Dongfeng Race Team* (China) third. *Abu Dhabi Ocean Racing* also won the In-Port Race Series.

The 13th edition of the race will be held in 2017-18, starting in October 2017.

Flying Machine retains title

The Knight Frank Young 88 South Island Championship – sailed last month for the first time on the waters of Queen Charlotte Sound – was won by *Flying Machine* (skipper Craig Edwards) for the second year in a row.

Flying Machine is from Lyttelton's Naval Point Club. The event's traditional home has been either Lyttelton or Akaroa – the move north was prompted by strong Young 88 fleet-racing in Wellington.

The Waikawa Boating Club hosted the event which presented exciting racing. With a relatively small fleet it was akin to match race starting with plenty of tactical maneuvering to secure dominance off the line.

Flying Machine notched up four wins followed by Wellington boats *Whistler III* (Mike West) second and *88%Proof* (Herve le Goff) third. A recalculation of finish times by Race Officer Peter Vause gave the Racetrack handicap win to *Whistler III* and the victory on “NCEA Handicap” to *88%Proof*.



Caughey second in championship

Defending World SuperBoat Champion Peter Caughey is philosophical about handing the title trophy over to rival Glen Head: at least a Kiwi won – and in a Sprintec boat Caughey built.

The event – the second round of the World Champs – was raced at Mount Maunganui's Bay Park.

But Caughey was pleased about the performance of his boats. “Yes, the two winning boats, one from each class, are new Sprintecs less than six months old. It's a big congrats to Rick Burke and his navigator, Alf Kil, in the Group A Sprintec, and of course to Glen Head in the SuperBoats and his navigator, Darren Todd. If we can't win, at least our boats did.”

He was also upbeat about the event overall. “The grandstands were packed, the crowd has been awesome, very responsive, ENZED got involved and had all its corporate people along, and of course it's a big thumbs up to the NZ Jetsprint Association for all the effort they put in to make this event so successful.”

NZ JETSPRINT CHAMPIONSHIP SEASON

NZ Round 3	28 February – New Plymouth – a new track
Round 4	13 March – Hastings
Round 5	9 April – Whanganui (under lights)
Round 6 (final)	24 April – Featherston





Running repairs

Words and photos by
Stephen Prinselaar

Cruising sailors are used to tackling emergency repairs in remote areas, but Fate occasionally presents a particularly curly problem to test their mettle.

Sitting in the serenity of Vava'u's palm-fringed bays I was contemplating a 'following-breeze' return passage to New Zealand in a couple of days when my crew mate Shane suddenly returned in the dinghy from a beach walk and yelled:

"I've broken my F#@\$\$in' leg." Followed with: "Lucky we got some glass and resin, I'll be able to fix it." This was going to be one of my more interesting on board running repairs.

We had the use of a makeshift mechanical workshop for the broken leg repair. It was ideal for our needs and even had a hefty slab of a workbench and a waterfront bar with cold beers next door.

We looked at the options. Fixing it was the priority. Not fixing it would stop him, literally in his tracks, from sailing to New Zealand. But could we set the limb strongly enough to hold it steady in the turbulent seas of an ocean passage?

If it broke after a day or two on the high seas it would be far from ideal and very far from help and probably compromise any way of fixing it properly. We would endeavour to fix Shane's leg, but whether he'd choose to stay on board and sail to New Zealand was entirely his decision.

He had an air ticket flying out in a week so could easily have taken the easy option. But Shane's not that kind of guy. He's a RYA-trained

ocean master's skipper, a family man, a working man, a smart man, a sailor – and a good friend and mentor.

We'd seen the movie where the guy operates on his own wounds. But this was going to be a bit more like six million dollar man stuff. We could rebuild Shane. And he proved to be super-handy for a guy with a broken leg. Pain wasn't an issue. But he did need crutches and by chance I had an old pair on board from an injury many years previously – what a lucky break!

Shane's leg was pretty badly broken though. Kind of swinging at the ankle. I'd never been so up close and personal with a smashed limb, especially one you could see inside and plainly see the break. We'd have to work fast if we were to have a chance of setting his leg.

With the sun setting we cleared the workbench and prepared for the operation. My leatherman was the sharpest knife on board so we used it to cut away the skin that revealed the shape of the calf muscle. We cut further to get to the break. It wasn't pretty but this wasn't cosmetic surgery so we butchered on. Shane did exclaim a few times what a pain it was, but I think he was referring to the fact that he'd broken this leg before.

He mixed up the resin and got a thin layer of glass fibre to set what would be the femur in place. My fascination with the delicate operation being performed on the workbench-turned-medieval-



TOP: Mixing resin to set the break.
LEFT: The break.
BELOW: Getting to grips with setting the broken leg.



surgeon-slab was in stark contrast to the beautiful setting.

Like a surgeon's assistant I deftly ducked to the bar next door to get a few cool beers. Inspecting our handiwork we wouldn't know until the next morning whether Shane would be able to walk on that leg.

It might snap as soon as he applied his weight. Or if we'd set it at the incorrect angle, he might have an awkward limp. We didn't particularly want to have to re-break and reset the leg. In a way we wanted to be careful with it – but we also wanted to test it to destruction here rather than have it snap at sea.

Getting into and out of dinghies, negotiating heaving decks while doing sail work, fishing for the big mahi mahi, or just walking around small island towns doing the provisioning is tiring for the surefooted. But it did give us the off-road test we needed to put Shane's leg through its paces.

A day later he pronounced himself fit to sail, so we set off for Opua and arrived safely, leg intact, just over a week later.

Shane learned a valuable lesson from our adventure: despite the hassle of airport security when travelling, it pays to pack a spare prosthetic leg. **B**



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Adding a ROOM

Words and photos by **David Weston**

*Florence before
her flying bridge
conversion.*



The owners of a Beneteau ST 42 loved their vessel but yearned for a cosier flybridge. A few glasses of wine spawned a solution.

Our move from the sailing life to motoring (Moving to the Dark Side, *Boating NZ*, December 2012) has been an unqualified success. Our yachtie friends still talk to us and indeed often come aboard to share our creature comforts. Some have even made the move themselves rather than the ultimate disgrace of giving up the sea altogether and, shock horror, buying a motor home.

Over the years our sailing had become more sedate. We had long ago given up bashing to windward in too much wind or trying to ghost along with too little. We derived most enjoyment from being at anchor in a sheltered bay with walks ashore, beachcombing, swimming, lounging about and of course eating and drinking far too much.

My wife's idea of sailing is being at anchor in a nice quiet bay with a glass or two of wine. It had taken me over 30 years to realise that she was right all along. In short, our boat had become a floating holiday cottage that we could locate anywhere between the Far North and Whitianga with the glorious anchorages of the Hauraki Gulf just a short distance from home.

The move to a launch made a lot of sense with far superior domestic arrangements than a yacht of similar size.

Florence is a Beneteau ST (Swift Trawler) 42, a very comfortable traditional style vessel. She chugs along at a very economical 9 knots or so in displacement mode. On the odd occasion she will lift her skirts and charge along at over 20 knots which frankly, as former yachties, we do find a





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Completely enclosed, the new flying bridge blends well with the rest of the vessel.

little alarming. However, this is a handy feature to have on longer passages or to take advantage of a weather window.

Florence has a flying bridge which was originally fitted with a canvas bimini for protection from the sun. This was good but could be a little draughty so we fitted clears to make the area more user-friendly.

We were never particularly enamoured with the clears as they looked "temporary" and became less than clear over time. Still, even though the area was not completely weatherproof it was a big improvement and it became a favourite spot for socialising, drinks, meals and general relaxing.

It was designated the "Koru Club" and became very popular with our yachting friends, one of whom is well-known designer Roger Hill. Over a few glasses of wine, Roger pointed out how we could upgrade this to proper Business Class with a solid top, glass windows and a door to make everything weatherproof. This would also enable us to fit good quality squabs and a carpet in keeping with the other well-appointed living accommodation.

We were concerned that these changes should be aesthetically pleasing and blend with the rather traditional feel of our *Florence*. We've all seen some additions where a glasshouse has been bolted on to an otherwise pleasing vessel with unfortunate results.

"...this has improved our enjoyment of the boat and we consider it money well spent."

In consultation with Roger, we selected Brian Harkin Boatbuilders at Pine Harbour to carry out the work. Brian has completed over 30 hardtops on launches and does have an eye for what looks right.

Rather than prepare detailed drawings we spent some time with photos, pen and twink to come up with a concept which we think has worked out very well. Our trust in Brian was well-placed and his team turned out a first-class job.

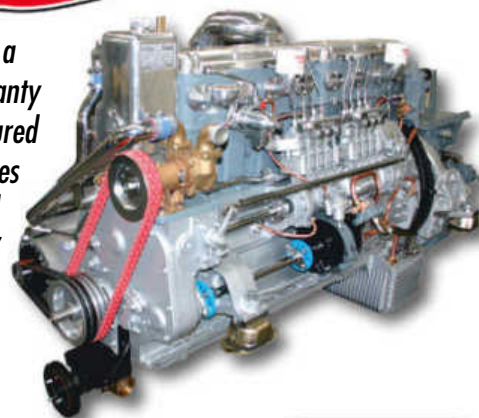
At the same time we carried out a number of other



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Losing the plot

The alarm sounded and “No Fix, No Fix” came flashing up on the chartplotter, a most unusual occurrence.

We were on passage from Pine Harbour to Port Fitzroy on Great Barrier Island a few days before Christmas. The day was fine but with poor visibility of about two miles. We had cleared Waiheke and were on track to clear the Ahaaha Rocks with no land in sight. My wife Pam was busy putting up the Christmas trimmings when the alarm stuttered a few times and then the chartplotter gave up the ghost altogether.

This was no real problem as we sorted out the hand-bearing compass, paper charts and Breton plotter, ready for when some land became visible. We also turned on the radar which confirmed that we were clear of any hazards. Once we neared the Junction Islands we could rely on the Mark 1 eyeball for navigation. But why had we literally lost the plot?

The GPS status showed eight satellites visible but none of these were coming through strongly enough to give a fix. Had Uncle Sam’s taxpayers tired of maintaining the system for the benefit of us free-loaders? Had the Chinese or North Koreans hacked into the system to lead the West astray? What could be interfering with the signals?

And then the penny dropped. Part of Pam’s Christmas decorations included laying silver tinsel across the top of the dashboard on the Flying Bridge panel. This also passed over the GPS antenna and the magnetic steering compass. Once the tinsel was removed normal service was resumed and we were literally back on track.

This was a salutary lesson. We are all well aware of the effect that metals and devices such as cellphones can have on the compass. Now we know that our friendly chartplotter can also be vulnerable.

We went on to enjoy a wonderful Christmas Day in the almost solitary splendour of Port Fitzroy with *Florence* gloriously decked out in her re-arranged decorations.

improvements. Tinted glass windows were installed, with a windscreen wiper and washer. More comfortable, posh new squabs and a carpet were fitted, as well as a new Corian table. Dimmable red/white LED lighting was fitted in the deckhead together with floor-level courtesy lights.

We also took the opportunity to address the “what to do with the dinghy” question. The dinghy is essential but can be a pain to stow, launch and retrieve. There is a large foredeck area but having the dinghy there obstructs vision from the Master helm station.

The Beneteau solution is to have a mast and boom to stow the dinghy abaft the flying bridge. This works well and also adds to the traditional shippy look of *Florence*. The mast and boom were fitted with manual winches which were a nostalgic reminder of our yachting days.

They worked particularly well on launching when gravity does the work but were less user-friendly when hoisting *Little Flo* back on board. So we bit the bullet and installed two Nielsen electric winches with captive



spools. These are controlled by a wireless remote and have worked out very well indeed.

This wasn't a cheap exercise. Generally, when considering any project on the boat we guess at the worst possible cost scenario and then double the figure. This turned out to be not far off the mark.

The time in the shed also dragged on, although we did make a few changes and additions from the original concept. However, this has improved our enjoyment of the boat immeasurably and we do consider it money well spent. In effect, we have increased the accommodation area by about a third, a pretty good investment.

The final stage of the project was of course the roof shout, which was hugely enjoyed by all and gave a ringing endorsement to all the work involved. ☺



The new room is weatherproof, warm and cosy. It's fitted with carpets and squabs – all in all an immeasurable improvement.

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Sounds milestone

Beachcomber Cruises – one of the Marlborough Sounds’ most popular tourism operators – has just celebrated its 150th anniversary. It all began with a mail service.

A visit to Picton’s museum shows Beachcomber Cruises can trace its origins back to 1865, when a Mr HE Liardet established his Royal Mail Line of boats at Picton, with Richard Archer as manager. Archer secured the mail contract with two whaleboats – *Swiftsure* and *Alabama*. These vessels also carried passengers.

A continually expanding collection of operators and vessels continued the services over the next half century. Things moved on to a more commercial footing in the early 20th century, when Mervyn Kenny became master of the *SS Gannett*.

She was owned by the Bowden brothers and after Thomas Bowden’s death in 1928 (he happened to be Kenny’s father-in-law) Kenny carried on the business with vessels such as *SS Admiral* and the launches *Wainui*, *Florence* and *Ramona*.

In 1931 a Mr R. Story joined Kenny in partnership and in the early 1940s they purchased Matt Steele’s fleet of seven launches, operating as Red Funnel Launches. This company eventually



evolved into Beachcomber Cruises.

Reports from the ‘60s and ‘70s show that while there were more permanent residents in the Sounds in those days, they didn’t come to “town” very often. So the mail boat carried not only their mail but also their supplies, groceries and farm goods.

In 2006 Tony and Marg Jones purchased Beachcomber Cruises and subsequently added Picton Water Taxis into the business, operating on-demand private water taxi services within the Queen Charlotte Sound.


Today the Beachcomber Mail Boat is the only licensed New Zealand Post Rural delivery service by water in the Queen

A legend in the Sounds, the popular cruise operator began life as a mail delivery service 150 years ago.



Charlotte Sound. Tourists are able to join the vessel on Mail Day as she delivers the mail and groceries to the families that live in the various bays and inlets in the Queen Charlotte Sound. They have the opportunity to greet the kids waiting on the wharf for their schoolwork and the many animals that come down to meet the boat.

A short stop at Ship Cove is always a highlight of any Mail Boat Cruise. This historical cove was named by Captain James Cook in January 1770 when his ship the *Endeavour* anchored here to replenish supplies of food, water and wood.

Beachcomber Cruises operates 364 days a year with seven vessels in the fleet, catering for the independent travellers, families, groups and functions. It offers cruises such as the New Zealand Post Mail Run Cruise, the Ship Cove Cruise, Motuara Bird Sanctuary Cruise, as well as facilitating one- and multi-day walks of the beautiful Queen Charlotte Track. 



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Restoring a Talent

Photos by **John Macfarlane**

Part 3 – Rudder housing, Skeg and Keelbolts

With *Talent's* rudder rebuilt, I turned my attention to her remaining underwater metal components, the rudder housing, skeg and keelbolts.

As designed *Talent's* rudder housing is a 316 stainless steel tube holding bronze bearings. The lower 120mm of the tube is buried in the deadwood, the top is held by the cockpit floor, and a welded flange is screwed down to the inner keelson and bedded on epoxy.

Sealing stainless to timber with epoxy is often problematic. Under stress the epoxy cracks, leading to a difficult-to-fix leak which, because the stainless is buried in damp timber, creates a perfect environment for crevice corrosion. Like her rudder shaft *Talent's* rudder housing had corroded and required replacement.

A far superior replacement is an epoxy GRP tube with composite bearings. The GRP tube glues well to timber and can't corrode. In

conjunction with the new rudder shaft Henley's Propellers supplied a GRP tube fitted with plain Thordon bearings. The GRP tube doesn't have a flange; it's created in-situ after installation.

After cutting the old stainless tube in half and applying heat, I was able to drive each section out in turn and add them to a growing pile of scrap metal.

To give a good bond to the GRP flange, with a friend's help, we first glued and screwed fresh kauri to the inner keelson, then using a jig-mounted hole saw increased the hole through the deadwood and cockpit floor from 62mm to 75mm to suit the larger GRP tube.

The GRP tube was then installed and temporarily held with small timber wedges, enabling the rudder to be installed to check the alignment. It's critical to check this both sideways and fore and aft so



ABOVE: New GRP rudder housing installed. RIGHT: injecting warmed Lanocote into the skeg bolt hole.



“After some months of drying *Talent’s* deadwood-to-keel join opened up”



CLOCKWISE FROM TOP LEFT: 100 x 100 towers to support 5 ton jacks; pockets dug out to expose the lower keelbolt nuts; yacht lifted off her keel, 2.5 ton lead keel is well braced.

that the rudder operates smoothly and sits parallel to the skeg.

Alignment triple-checked, the rudder was removed and the tube epoxy glued into position using a slow hardener. The next day, after cleaning up the surplus epoxy, the flange was created from multiple layers of DB cloth and epoxy and the top covered into the underside of the cockpit floor.

SKEG BOLT

On Townson yachts the rudder supports the skeg – not the other way around. The skeg is built bread-and-butter fashion from kauri and is attached to the keelson with a one-metre $\frac{1}{2}$ " dia 316 stainless steel bolt, which also holds the lower rudder gudgeon.

Talent’s skeg bolt had been weeping seawater for some time and had also corroded, so I replaced it with a new bolt. To waterproof the skeg hole and help protect the stainless from corrosion I injected warmed Lanocote via a grease gun into the skeg hole until it came out top and bottom.

KEELBOLTS

I hadn’t intended touching *Talent’s* keel, but after some months of drying in the shed her deadwood-to-keel join opened up. Most fin keelers exhibit cracks between deadwood



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LEFT: New keelbolts, nuts and washers laid out above the old ones. RIGHT: AB2 nut and washer raw castings along with their wooden patterns. BELOW: WEST epoxy and 404 high-density powder mix laid over plastic sheeting prior to sitting yacht back on keel to ensure a perfect match between deadwood and lead. Note, well-greased old keelbolts installed.

and keel, but the gap at the front of *Talent's* keel grew several millimetres wide.

Digging into the gap revealed the bedding compound between deadwood and lead keel had dried and gone powdery. This bedding was Epicrete, a now discontinued product mix of epoxy and silica sand, which if dried and cracked won't take up again.

Given this, the keel required rebedding, and as it hadn't been disturbed since its installation 38 years ago it was only prudent to inspect her hard drawn (HD) copper keelbolts.

With a friend's aid, we first scribed a customwood pattern of the angle between hull and keel mid-way along the keel on one side, then marked an identical position on the other side so the keel could be reinstalled square to the hull.

We then built twin stacks of 100 x 100 timber towers fore and aft of the keel, sat two five-ton hydraulic jacks on top of these, topped again with hull shaped blocks of pine padded with old carpet.

With the top keelbolt nuts removed, we tried jacking *Talent* off her keel but only succeeded in lifting the yacht up off her cradle. As expected, the keelbolts had seized into the deadwood.

We turned our attention downwards. Like most Townsons, *Talent's* keelbolts are pocketed part way down the lead keel from

the side. Fortunately builder Des Townson had backfilled these pockets with punched lead shavings, which proved relatively easy to chisel out.

With the lower keelbolt nuts exposed, we managed to loosen each nut with a cold chisel and hammer and, by tightening its top nut, eventually lift each keelbolt up enough to remove its lower nut.

With all five lower nuts removed *Talent* jacked easily off her keel leaving the keelbolts in embedded her deadwood. After lowering her back down, we pulled each keelbolt out by coupling each in turn to a one-metre length of threaded rod mounted in a timber jig. The bolts were unbelievably tight; each took an exhausting 45 minutes to pull out.

Considering their 38-year-age the HD copper keelbolts were in great condition. But I wasn't keen on reusing them. While HD copper keelbolts are long-lasting, copper stretches, lacks tensile strength and its relative softness require coarse, deep threads such as BSW. To me, copper keelbolts are better suited to long keels with short, paired keelbolts.

Fin keels, especially those such as a Townsons' with a single line of keelbolts, i.e. not paired, generate high torsional loads better met with higher strength materials. Viable keelbolt materials include



silicon bronze, nickel aluminum bronze and stainless steel 2205.

After much thought I chose stainless 2205 for the keelbolts, with nickel aluminum bronze (AB2) for nuts and washers, a proven combination that will easily undo even after many year's immersion.

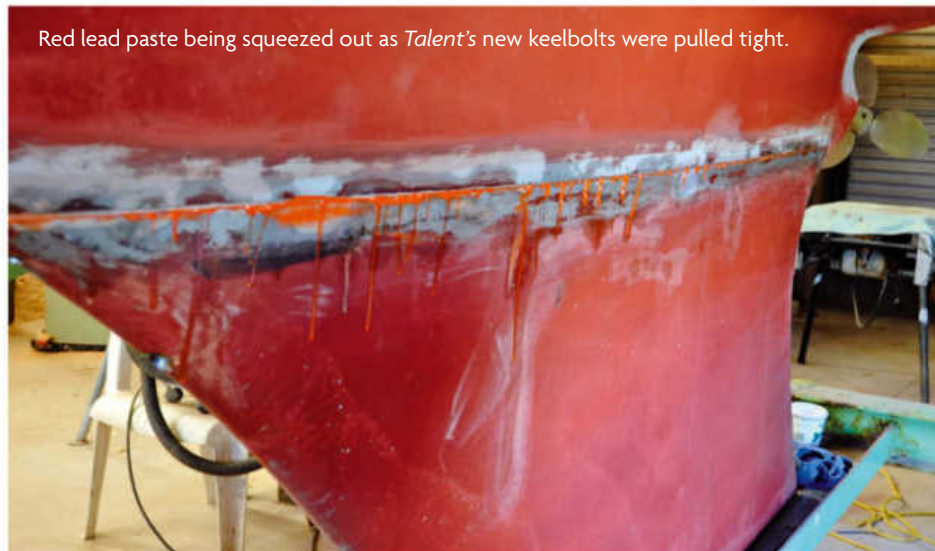
To the same diameter, stainless steel 2205 has well over 2.5 times the tensile strength of HD copper. While 2205 has excellent resistance against crevice corrosion, careful sealing is still required. Stainless nuts weren't used because in larger sizes stainless nuts on stainless bolts have a propensity to gall (fuse) together. There are ways to mitigate this, but if they don't work the nut has to be cut off – good luck with that on a keelbolt lower nut.

Naturally I considered AB2 bolts, but besides their significantly higher material cost, AB2 bolts would have had to be machined from cast billets. With over four metres of bolts needed that meant considerable lathe time, whereas stainless 2205, one-inch diameter centreless ground shafting was available off the shelf. The AB2 nuts and washers were cast from timber patterns we supplied.

Incidentally, the keelbolts and nuts were threaded to one-inch UNF specifications. The UNF thread is shallower and leaves a stronger bolt than UNC, plus it's easier to tighten.

I took the opportunity to address a minor design weakness. Like many Townson yachts, *Talent's* front keelbolt is located 600mm aft of the front of her lead keel, a major reason for the gap between keel and deadwood at the front.

Surveyor Ray Beale and Bill Townson both advised adding an additional front keelbolt, which we did by angling a $\frac{5}{8}$ " 2205 bolt up from the front of the lead keel and into the starboard engine bed, which is on the yacht's centerline and is bolted to the mast step.



ASSEMBLY

To suit my chosen bedding compound a perfect match was required between deadwood and keel. With *Talent* sitting 150mm above her keel and the well-greased original keelbolts loosely installed, a sheet of heavy duty plastic was laid over the lead and plastered with a mixture of WEST epoxy and high-density 404 powder.

After pre-priming the deadwood with epoxy resin, *Talent* was lowered, the keelbolts tightened and the keel alignment checked by switching the previously made pattern from side-to-side. It was easy to tilt *Talent* using the threaded cradle supports until her keel was perfectly square to the hull.

After a two-day cure, *Talent* was jacked up, the keelbolts, plastic and surplus epoxy removed leaving a perfect mirror match between deadwood and keel.

Professional opinions vary as to the best bedding between deadwood and keel – epoxy and polyurethane sealant being the two most popular choices. While a good case can be made for either, both have a downside and complicate future keel removal.

Not needing epoxy's strength or polyurethane's gap-filling ability, to simplify future keel removal I used the traditional, well-proven red lead paste to bed *Talent's* keel.

For additional waterproofing we installed caulking cotton grommets around each keelbolt top and bottom, then injected warmed Lanocote into each keelbolt hole via a grease gun during final assembly. Besides its waterproofing abilities, Lanocote is a proven corrosion protective.

With *Talent* and her keel reunited, it was time to tackle her interior. **B**

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Tethering HEIGHTS

Words and photos by **John Martin, Island Cruising Association**

Of the at-sea emergencies most feared by cruising couples, man overboard is probably top of the list. Does tethering offer any security?

There has been much discussion relating to the use of tethers while working on deck. Some say they should be worn at all times and some say not at all (and in fact in the wrong circumstances they *can* be dangerous). I offer my views here. Some are deliberately inflammatory to get you thinking and illicit your response.

My vote is YES to tethering. Not to tether you to the boat, but rather to stop you going over the side in the first place. A MOB should begin and end at the lifelines. My first rule – Don't Go Over the Side – treats the lifelines like the top of a 500-foot cliff. Staying aboard, or in the worst case surviving a MOB, starts well before anyone goes on deck.

Unlike a fully-crewed race yacht the average cruiser is usually a couple and as we're cruising-orientated we'll be concentrating on short-handed sailing – for both extended coastal and offshore passages.

Some cruising couples may have crew for the longer passages, probably younger and fitter who can be sent forward to do the mast and foredeck work. But when it's just two-up the risks need to be thought through, carefully analysed and mitigated. There is no ambulance at the bottom of that cliff; there are just too many factors that make recovery problematic.

It's also become clear from recent studies, trials and anecdotal evidence that if you do find yourself over the side with a tether connecting you to the boat, it's no longer your best friend.

Trials show that regardless of how the tether is connected to the harness, either front or back, if the vessel is doing more than three knots the MOB will struggle to breathe, get injured from wave and hull



strike and will quickly tire. A recent *Practical Boat Owner* trial concluded that it was necessary to reduce the boat speed to as little as two knots within one minute of going over the side to give the MOB any chance of survival!

STRATEGY

You're two-up and most likely doing three hours on and three off and that's hard work! So, before you even leave the dock you should put systems in place to make life as easy as possible while on passage, and definitely to limit the number of times you'll need to leave the cockpit.



It might be a bit of a hindrance for moving freely around a vessel, but a tether could be a life-saver.

Every time you leave the safety of the cockpit you're increasing the risk factor. Many boats are set up for hoisting and reefing sails at the mast. If possible, run these lines back to the cockpit – halyards, reefing lines etc.

Genoa cars should be on pulleys so they can be adjusted from the cockpit. If you don't have a roll-away main then a stack pack to "tame the main" and boom preventers to immobilize the boom are useful.

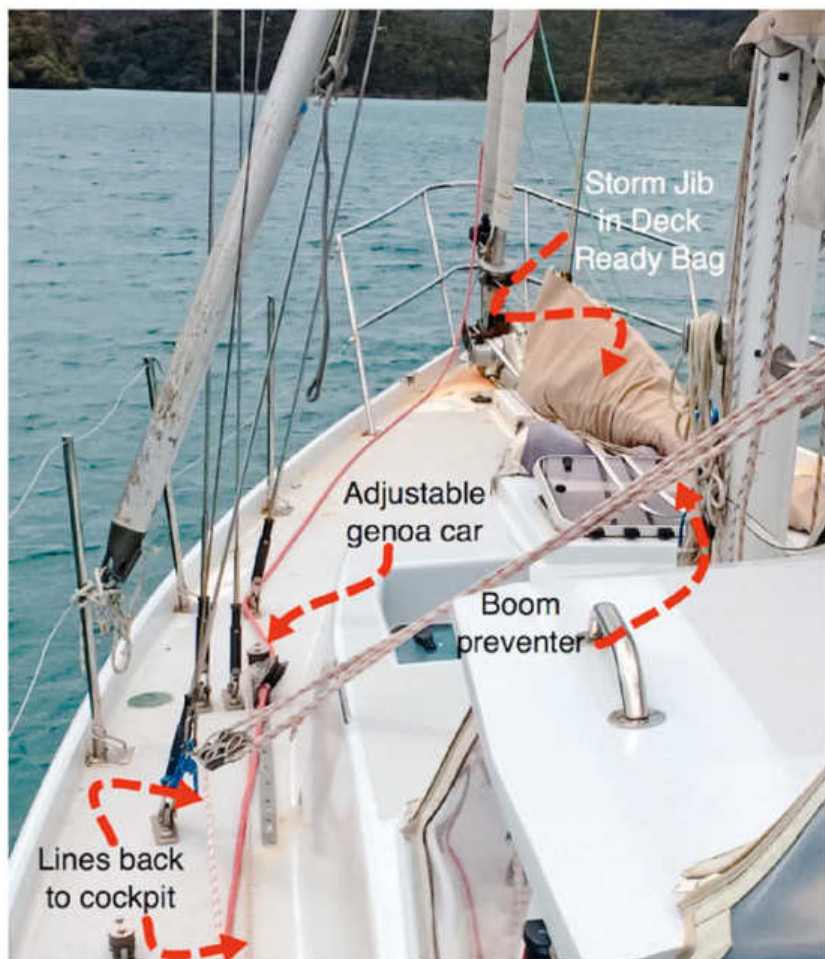
A powerful autopilot or windvane is vital to do all the hard work steering the boat without depleting the crew's energy levels. Lack of sleep causes even an experienced sailor to make incomprehensible decisions.

We're sufficiently pragmatic to realize there will be times when one has to leave the cockpit, so before leaving the dock we run jack-lines to allow us to tether on while moving around and working on deck.

Traditionally these lines have been run along the side decks, using webbing so they don't roll under your feet. I'm not a fan of jack-lines on the deck for a number of reasons: I prefer using a three-point tether with the short tether, less than a metre in length, clipped to the jack-line.

With the jack-line at your feet the tether angle is too steep and the clip doesn't slide easily and there are lots of other lines and gear to get tangled up on. The longer the tether and the closer to the gunwale of the vessel the further you can potentially fall.

I prefer to run the jack-line further inboard and if possible at or about waist height. This can be problematic on some boats but the idea is to be able to lean back while tethered and stop before you reach the lifelines.



In this position flat webbing, which stretches when wet or under load, may be replaced with braid or wire. Why a three-point tether? Simple – if for any reason you need to unclip to move about, it's a simple matter to use the second clip so you're always connected. Also the longer tether is good in the cockpit where you can clip on and still have some freedom of movement.

SAFETY GEAR

When it comes to racing, ALL entrants are required to meet certain safety standards. The same can't be said with cruisers heading over the horizon. For offshore racing, Cat 1 is the standard. Ask your local yacht club for a copy of the rules or visit this link for a copy of the Freemantle Sailing Club's "Green Book". <http://www.islandcruising.co.nz/?p=3547>

Many countries don't require the same (or in fact any) level of compliance for cruising yachts (New Zealand is the exception). For extended coastal and offshore cruising the "Green Book" should be regarded as the minimum standard.

Positioning of the safety gear is also a consideration and this will be influenced by your watch rules. The primary focus should be keeping everything close to hand and easy to deploy. On a centre cockpit boat, for example, there's no point in having your Dan buoy or life sling on the aft deck where the crew needs to leave the safety of the cockpit in order to deploy it, let alone the time it will take.

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Jack-lines run along (or near) the vessel's centreline reduce the odds of falling over the side. Opposite: There are plenty of ways to minimise the possibility of a MOB – and plenty of points for securing your tether.

second – 10 seconds and you're 30m away, one minute and your 180m from the MOB. Try it with a cockpit cushion or a fender and see how close you can get your dan buoy or life sling to what you throw over from the mast to simulate an MOB.

WATCH RULES

Setting up your watch rules and making sure they're adhered to is perhaps the most important method of mitigating risks. For us it's simple: if there's a need to go on deck, first, a quick assessment is needed.

If it's dark, is it necessary to do it now? A quick tuck in the main before dusk for example, will do little to your speed and if the wind does get up partly furling the jib, which can be done from the cockpit, should be enough. For something that's broken, can it wait till it's light? Working on the foredeck is much easier in daylight, for example, particularly in heavy conditions. If necessary, heave to until dawn.

Once the decision to go forward has been made we adhere to the following:

- Get the second crew up into the cockpit, even in benign conditions
- Think through the job and make sure you take all the tools you'll need
- Harness on and stay tethered
- If it's rough, turn the boat off the wind and roll away the foresail.

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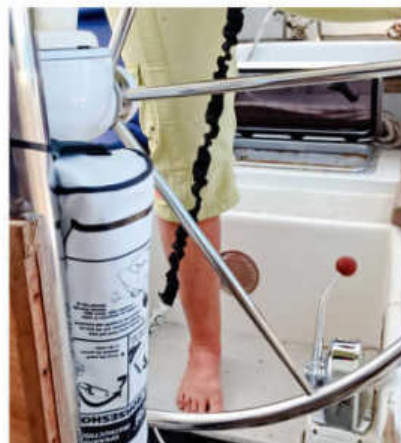


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“If the vessel’s doing more than three knots the MOB will struggle to breath, get injured from wave and hull strike and will quickly tire.”

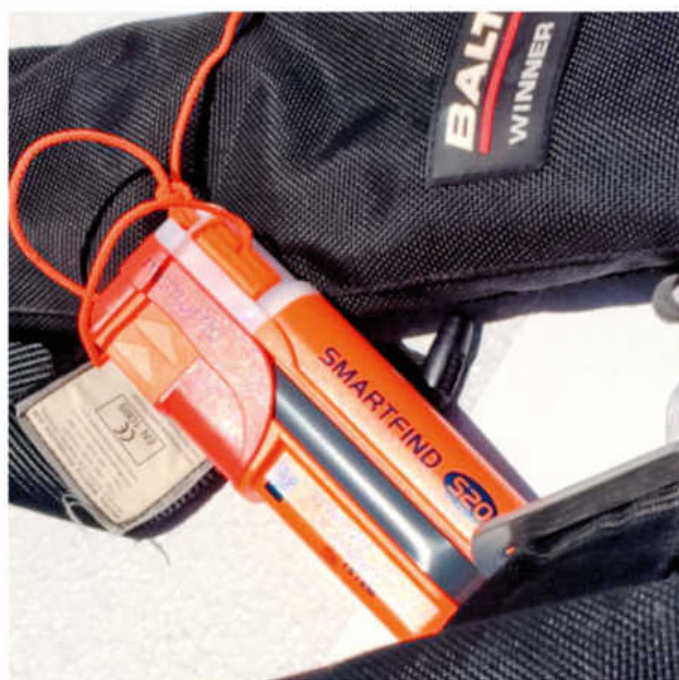
Most of the likely reasons for leaving the cockpit, other than usual sail work, relate to chafe, shackle pins coming undone or even the anchor self-releasing. While the conditions are good a regular inspection for these issues will often save you from deck work when the conditions are less favourable.

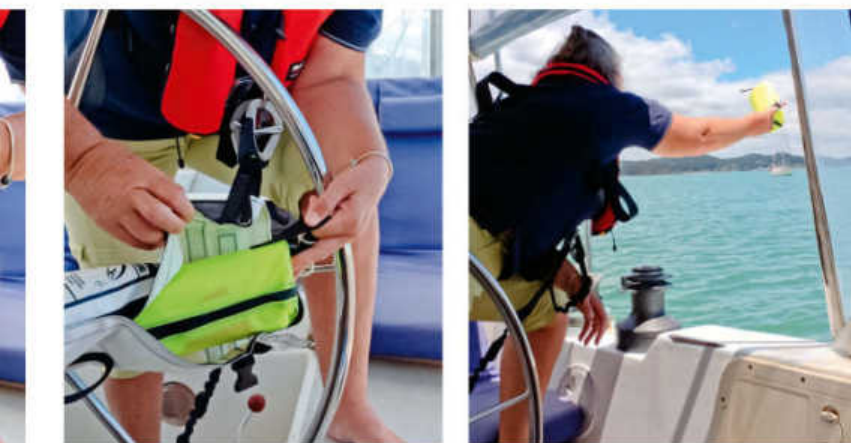
There are times when the conditions are so easy that deck work is easy but still follow the watch rules. And boys, under no circumstances should you relieve yourself at the rail.

As with all safety gear, read the instructions and perfect your procedures.

SO THE WORST HAPPENS

What are your chances if you go over the side with no harness/ lifejacket and no one else sees/hears the splash? Probably zero. Follow the rules even in calm conditions, even if you find






There's little point in having dan buoys or emergency flotation devices on the pushpit. Devices that can be deployed from the cockpit offer a far greater chance of MOB recovery.

tethering a pain. At the very least wear your harness. Why? Your chances of being found and recovered are much higher.

There have also been some advances in safety gear recently: auto inflation of harnesses and many recovery devices; the advent of AIS and personal location devices using this technology; torches and strobes that are small enough to fit into your harness and self activate – all will improve your chances of being located.

AIS, in particular, has seen many changes made to how we locate a MOB. Previous satellite technology in PLBs (Personal Locator Beacons) communicated your distress to the closest SAR coordination centre, not much use to those on the boat.

A personal AIS beacon fitted to self-activate with your harness lifejacket deployment will, upon getting a position fix, transmit your MOB status and exact position to any AIS device that's close enough to receive the signal.

We trialled one of these units at sea in a recent rally and had six boats close enough to receive the alert and assist in search and recovery if needed. Your chances have just gone up exponentially – unless of course your harness is still in the cockpit locker! 

NEXT MONTH: Getting you back aboard.

About the Island Cruising Association (ICA)

The motto is "We make cruising more fun" but there's a serious side too. ICA offers an extensive knowledge base of resources and information specific to Extended Coastal (New Zealand and a developing section on Australia) and Offshore cruising, with an emphasis on the South West Pacific.

It provides a wide range of fun events, cruising rallies, training, practical demonstrations, on the water preparation and backup to assist cruisers to "get out there".

Upcoming events include the CPS (Cruising Prep Seminar) in Brisbane and Cairns in June/July 2016; Multihull Solutions Sail2Indonesia Rally and Doyle South Pacific Rally in June 2016; and the Doyle Pacific Circuit Rally on again in 2017.

Membership in the Island Cruising Association is NZ\$65.00 per year and membership gives you access to the entire knowledge base. www.islandcruising.co.nz

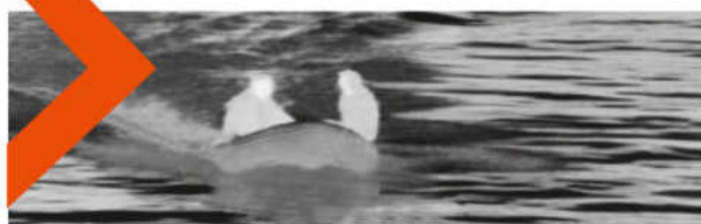
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Fishing for votes

Is National aiming for a healthy and sustainable inshore fishery with its proposal for two recreational fishing parks, or just fishing for votes in an election year?

The National Government's plans for a vast recreational fishing-only marine park in the inner Hauraki Gulf, plus another in the Marlborough Sounds, were announced in a White Paper on January 12.

Prime Minister John Key initially proposed them just prior to the last election almost three years ago, but released few details at the time. The timing of this latest announcement, again just prior to an election, is interesting.

The proposed parks are said to be part of a wider reform of marine protection legislation planned by Key's National government. The proposed new Marine Protected Areas law, outlined in a consultation document released on January

12, only covers the 12 nautical miles of New Zealand's territorial waters, conveniently leaving the much larger EEZ to be exploited. The fact that mineral, gas and petroleum exploitation will be permitted even within park borders suggests environmental protection is not a high priority.

According to the Government's own consultation document, Recreational Fishing Parks are intended to enhance the enjoyment and value of recreational fishing, not to protect marine biodiversity. As Minister for Primary Industries Nathan Guy said, the Government is promoting the two parks because "it's hugely important that mum and dad and the kids are able to catch a fish."

While Guy is confident the parks "will help create a better recreational fishing experience in these two popular areas," recreational fishing advocacy group Legasea, an organ of the NZ Sport Fishing Council, is wary of the proposals.

Legasea spokesperson Scott McIndoe points out that since the parks would exist within larger and fully-exploited fish stock areas, they would have little value when it came to growing fish numbers.

In a joint submission to the Ministry for Primary Industries' review of fisheries management (with the New Zealand Sport Fishing Council and the New Zealand Angling and Casting Association) LegaSea wrote, "recreational parks push commercial effort into someone else's front yard. This domino effect of serial depletion is ignored by those promoting measures for political gain or to achieve an outcome for an isolated area."

Instead of recreational fishing parks, the coalition of recreational fishing groups suggest method and gear restrictions in the near-shore zone and changes to the way catch levels are set.

Existing protection

In most of the Hauraki Gulf, including the full extent of the proposed new park, trawling and purse-seining are already excluded. Set-netting and long-lining, along with commercial scallop and crayfish extraction, is allowed but these commercial activities would stop if the parks become a reality.

As it stands there's already some protection from the most damaging and visible of bulk harvesting methods. In addition, fishing is excluded from dozens of extensive 'no-fish' zones to protect seafloor cables and the like, and with lower bag and higher minimum size limits, recreational anglers are taking fewer fish.

The inner Hauraki Gulf is located inside the commercial fishing zone designated Snapper 1 (SNA1) on the eastern coast of the North Island, from North Cape to East Cape. Although snapper numbers in SNA1 as a whole appear to be stable or slowly rebuilding after a low point 20 years ago, the rebuild is uneven. Snapper stocks in East Northland and particularly the Bay of Plenty, which together make up by far the larger portion of SNA1, are in much worse shape than inside the gulf.

It is calculated the snapper biomass in the Bay of Plenty is just 7% of estimated virgin biomass; East Northland is better, but still only 28%.

VOTES IN ELECTION YEAR

Opposition political parties think it's about votes, particularly

Labour, which also accuses the National government of failing to keep its pre-election promises. Before the last election when National originally mooted the parks, it promised to exclude all commercial activity, but the latest proposal allows commercial fishers to catch certain species, while some mineral and petroleum activity would also be allowed.

Marine farming and customary Maori fishing within the parks would be unaffected.

Others groups are upset too. Green Party spokesperson Eugenie Sage accused National of "...tinkering with the existing [fisheries] laws rather than providing the basis for the step change in oceans protection which our whales and dolphins, seabirds, fish and marine habitats need and which Nick Smith has long promised and now reneged on.

"The Government thinks it can buy off recreational fishers with these two parks, which still allow commercial fishing for scallop, crayfish and paua," she added.

Environmental groups are sending a similar message. Forest and Bird's Marine Advocate Anton van Helden was reported saying, "Recreational Fishing Parks are not a marine protection tool. They are a fisheries management tool and have no place in marine protected areas legislation."

A MAORI PERSPECTIVE

With more than one vested interest (customary fishing rights and fishing quota ownership), Maori are central to the debate. Jamie Tuuta, Chairman of Te Ohu Kaimoana (the Maori Fisheries Trust), makes the point that "locking off inshore areas of the marine environment to commercial fishing in favour of allowing only recreational fishing is not a sustainability issue ... It should be no surprise that the removal of rights to satisfy political demands will face legitimate opposition from Maori."

The exclusion of all commercial and non-commercial customary fishing from parks, reserves and sanctuaries was "making iwi anxious", says Aotearoa Fisheries chief executive Carl Carrington.



Trawling and purse-seining are already excluded in most of the Hauraki Gulf.

"Maori have fought hard to have their fishing rights recognised under the Treaty [of Waitangi] and for iwi to have confidence in treaty settlements, the Government will need to carefully consider these rights," he said.

When opposition to the parks is taken together the common message seems to be that Recreational Fishing Parks are not Marine Protected Areas and should not be included in the new MPA Act.

THE COMMERCIAL LINE

So far commercial fishing interests have mostly been lobbying behind the scenes, except for a couple of fairly provocative statements to the press, including an 'offer' to recreational fishers by Sanford boss Volker Kuntzsch to "give up the Gulf" – provided recreational fishers report and record their catch.

Commercial fishing is currently New Zealand's fourth-largest export earner and Sanford is one of the industry's biggest players.

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Fishing crazy

The Hauraki Gulf borders Auckland, a city of 1.5 million and the hub of marine recreation in New Zealand. The Gulf's waters can host up to 21,000 recreational fishers on a typical summer's day, as well as commercial fishers targeting snapper, flounder, john dory, crayfish and kahawai.

It is thought recreational fishers are responsible for more than half the total snapper catch landed from the Hauraki Gulf. The Government estimates New Zealand has about 900,000 recreational boats and about 20 per cent of New Zealanders go on more than 2.3 million recreational fishing trips each year, catching 17 million fish.

The commercial line, also supported by Maori groups and others, is that effective sustainable management of fisheries revolves around being able to measure all catches – customary, commercial, charter and recreational – as effectively as possible. At present only commercial catches are monitored.

Commercial representatives are advocating recreational fishers be made to record their catches using a smartphone app such as Fish4all, www.fish4all.co.nz.

But the most pressing concerns for the industry revolve around the effects of the proposals on existing quota.

The quota species most affected would be snapper in Hauraki Gulf and blue cod in the Marlborough Sounds. The Government is expected to pay up to NZ\$20 million in compensation to quota holders across both areas.

Tim Pankhurst, Chief Executive of Seafood New Zealand, says the industry is waiting to see the full details, including compensation, before making its position known.

A BETTER FISHING EXPERIENCE?

So if recreational fishing parks are not about boosting fish numbers, how else will they enhance the fishing experience inside their borders?

With a fast-growing population and surging interest in recreational fishing, the inshore fisheries of the Hauraki Gulf and Marlborough Sounds are subject to increasing harvest pressure and growing spatial conflict between recreational and commercial fishers.

I suspect the idea of removing commercial fishers from the

proposed parks has struck such a chord with many anglers tired of competing for space and fish resources with commercial fishers.

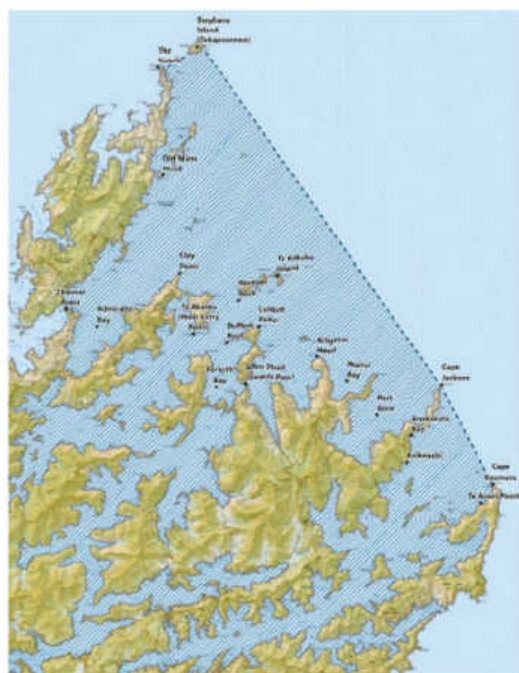
Inside the proposed Hauraki Gulf recreational fishing park commercial fishing vessels took around 870 tonnes of fish each year split between 12 fish stocks – 261 tonnes of that was snapper.

We should remember in 2013 there was enough concern about the snapper fishery for cuts to be implemented in SNA1. It was announced the recreational daily bag limit for snapper would be reduced from 9 fish to 5 but public protests, including 47,000 submissions to Parliament on the back of a Legasea campaign, saw a government backdown. The revised (and still current) bag limit for SNA1 was set at seven snapper per angler per day and the minimum size limit was raised to 30cm. Commercial quota remained largely unchanged.

On a subjective level, the parks may well provide an enhanced fishing experience for recreational fishers, who would no longer have to share them with commercial fishers harvesting in bulk for profit. But it's unlikely recreational-only fishing parks will result in an increased abundance of fish inside their borders, or more importantly, improve the health of the fishery as a whole.

Since 2013 stock levels for snapper in SNA1 have probably improved, and it's likely the total recreational catch has declined with a reduced daily bag and increased minimum size limits. However, commercial effort displaced outside the proposed parks could quickly negate any stock gains.

Public submissions on the proposal close on May 1. **B**



The proposed marine parks – the Marlborough Sounds (left) and the Hauraki Gulf.



Peri peri prawns with roasted garlic aioli

Our peri peri prawns have become a firm favourite in our household. A lil' chilli kick alongside an insanely delicious aioli, and spruced up with a peri peri seasoning will get your taste buds tingling. The lime and roasted garlic aioli is super easy; try substituting the roasted garlic for a chipotle pepper if you want some "super spice" in this dish. Any leftover seasoning is fantastic to sprinkle over some hand cut fries for a little something special.

INGREDIENTS – SERVES 4

PRAWNS

500g raw prawns, peeled and de-veined with tail left on
½ cup rice flour
¼ cup cooking oil (plus extra for chilli and garlic)
1 clove garlic
2 fresh red chilli, de-seeded and finely diced
2 spring onions, finely sliced
Fresh lime wedges – to serve

METHOD

1. Toss prawns through rice flour until coated.
2. In a large frying pan, heat oil and fry prawns for approximately one minute each side, until cooked. Remove from pan and set aside.
3. In the same pan on a medium heat add another two tablespoons of oil, add garlic and chilli and fry for one minute, making sure the garlic doesn't burn.
4. Add spring onions and cooked prawns and toss together until prawns are coated.
5. Remove from heat and add two teaspoons of the reserved seasoning. Stir to mix.
6. Serve prawns with the aioli, remaining seasoning on the side and fresh lime wedges.

LIME AND ROASTED GARLIC AIOLI

3 egg yolks
Zest and juice of 1 lime
3 cloves roasted garlic
2 tsp cold water
½ cup light olive oil
Salt

1. With a stick blender or food processor, blitz together egg yolks, lime zest and juice, roasted garlic and water until combined well.
2. While continuing to blitz or mix, slowly drizzle in the olive oil until the aioli has thickened and emulsified.
3. Taste, and season with a little salt.

SEASONING

1 tsp peri peri salt
½ tsp salt
1 tsp sugar
½ tsp white pepper
½ tsp ground ginger

1. Mix ingredients together and set aside..



Fennel, red grapefruit and radish salad

This beautiful fresh salad will go with anything this summer. In this recipe we use it as a side dish to refresh the palate and to add a nice counterbalance to the chilli/salt hit in the prawns. It is also gorgeous served with a fresh fish fillet, lightly dusted in rice flour and cooked until just done. If you have a mandolin use this to ensure the fennel and radish are thinly sliced... but do watch your fingers... mandolins can bite!

INGREDIENTS – SERVES 4

3 tsp fennel seeds, lightly crushed in a mortar and pestle (1 tsp for garnish)
2 tsp rice bran oil
1 garlic clove, crushed to a paste with back of a knife
Pinch of salt and pepper
5 Tbsp red grapefruit juice
1 Tbsp apple cider vinegar

1 Tbsp runny honey
2 Tbsp rice bran oil
1 fennel bulb plus fronds for garnish, fronds reserved and bulb thinly sliced
3 radishes, washed and thinly sliced
2 red grapefruit, peeled and segmented (reserve the juice for the dressing)

METHOD

DRESSING:

1. In a small pan heat the rice bran oil and gently fry two teaspoons of the crushed fennel seeds until golden. Drain oil and place seeds on a paper towel.
2. In a small bowl place the garlic, salt and pepper, grapefruit juice, vinegar and honey. Whisk together and then whisk in the oil until combined. Set aside.

SALAD:

1. Place the sliced fennel, radishes and segmented red grapefruit into a serving bowl.
2. Gently fold through the dressing.
3. When ready to serve add the fennel fronds to the salad and sprinkle with the fennel seeds.



The James Davern Story

Photos courtesy **James Davern** and **John Macfarlane**

No one disputes the value of education, but a burning determination to succeed, spotting and seizing opportunities, a little cheek, a bit of salesmanship and a friendly bank manager can take someone a long way.

One of the real characters of New Zealand yachting is James Davern, who in 1966 became the first New Zealander to win the Sydney to Hobart Race. But as we'll see, there's a lot more to Davern's life than a single yacht race.

Born in 1930 Davern's boating career began when aged 12 he built a canoe from packing case battens and calico, then a Mk II version in corrugated iron, which he still owns.

In those days he was living with his mother in Point Chevalier and one day he found the remains of an elderly P Class, which he patched up and taught himself to sail. His competitive nature soon saw Davern racing other P Class sailors and despite his boat's age, enjoying the odd win.

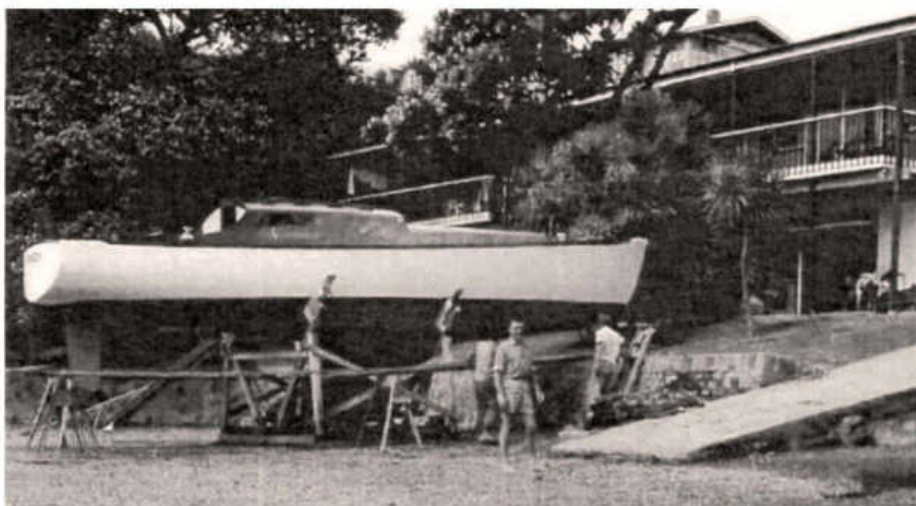
He progressed to other classes, Z Class and Idle Along, in the

latter once finishing second behind the late Peter Mander. Leaving school aged 14, Davern wanted to be a boatbuilder, but his mum made him take up a building apprenticeship instead.

"I didn't get anything at school – I was lucky builder Freddie Rose gave me go."

Apprenticeship completed in 1950, Davern couldn't wait to go out on his own. Around then the Ministry of Works (MOW) had recently purchased several hundred homes to make way for the Southern Motorway.

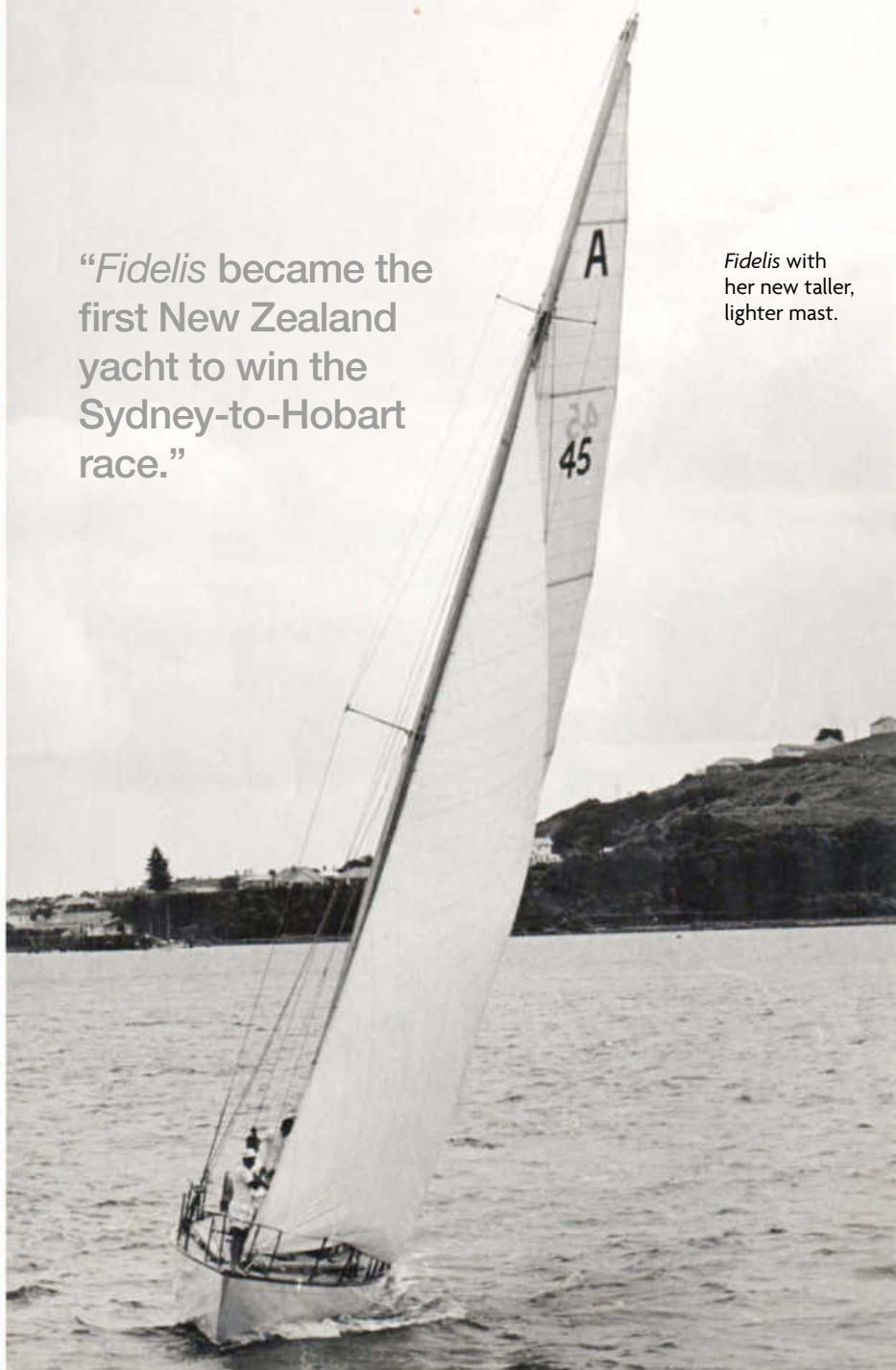
Moving houses then was usually done with sledges and timber jacks, but this method wasn't suitable for the number involved. The MOW had no idea what to do and gladly delegated its problem to Davern, along with the threat if he didn't move the houses he'd be sued.



TOP: Davern with his Sydney-Hobart Trophy. LEFT: Davern his Z Class. RIGHT: *Princess* hauled out on the beach outside his Pt Chevalier home.

"Fidelis became the first New Zealand yacht to win the Sydney-to-Hobart race."

Fidelis with her new taller, lighter mast.



Taking a punt, Davern had Mason Bros build him a large trailer, which he made steerable using the front axle from a WWII gun carriage. To pull his trailer, he managed to persuade a friendly ANZ bank manager, Jerry Sherrod, to advance the funds to buy a repossessed 1942 ex-army V8 quad truck.

Needing somewhere to put the houses, Davern door-knocked West Auckland property owners with empty sections, persuading a number of them to sell their sections on a deferred payment basis.

"I told them, 'I'll you pay a deposit for the section, I'll put a house on it but if I don't pay the balance you can keep the house.'"

Wasn't it all a bit risky? Not according to Davern: "It wasn't a risk 'cause I had nothing to lose."

Overcoming numerous problems, Davern eventually transplanted over 500 houses throughout Auckland, and while some were sold for capital, he retained enough to build up a significant property portfolio, much of which he retains today.

Back to the sailing. By the late 1950s Davern had achieved enough financially to think about buying a keelboat. He'd heard about the new Bob Stewart design, *Patiki*, but after seeing it being built by John Lidgard was singularly unimpressed.

"It was a bloody mullet boat – I wanted something shapely like *Gleam*, *Scout* or *Queenie*."

Davern changed his mind – as did many other Auckland yachtsmen – when he saw *Patiki* perform in her first RNZYS race, where she finished so far in front the race officials didn't give her a gun because they thought she wasn't racing.

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LEFT: *Fidelis* crossing the finish line at Hobart 18 hours ahead of the next yacht.
BELOW: Davern and his eight crew.



Recognising *Patiki* as the breakthrough design she was, Davern wanted one too. By now a master at setting up deals, he persuaded Boyd Hargraves and the late Ron Neil to join him in commissioning Lidgard to build three Stewart 34s. The trio set Lidgard up in a shed owned by Neil on Portage Rd, New Lynn to build their Stewarts.

His dinghy racing years had taught Davern the importance of lightweight construction, so he requested his Stewart, *Princess*, be built from lighter sap kauri, as opposed to heart. Davern had his kauri treated with Hickson's newly-released Tanalith CCA treatment so it would last.

Princess, Hargraves's *Pim*, Neil's *Patiko*, and Basil Kelly's modified version *Pania* were all launched together on 5th November 1960, effectively marking the beginnings of the Stewart 34 class.

Davern became a founding member of Patiki Owners' Association, later the Stewart 34 Owners' Association. Not without controversy, the Stewart 34 class rules were eventually settled and the class became a true one-design.

Being lighter, Davern's *Princess* soon became the scratch boat. Besides being the top-performing Stewart 34, during the early 1960s Davern won three Balokovic Cups, two Dudar Cups, successive Light Displacement RNZYS Summer Championships and dozens of other races.

However by 1965 he'd become bored and, seeking a fresh challenge set his sights on the 18.3m *Fidelis*, which had been commissioned by the late Vic Speight in 1962 specifically to beat *Ranger*. Built by Fred and Jim Lidgard in triple skin kauri, the long and narrow *Fidelis* was based on the 1936 Knud Reimers Square Metre yacht *Bacchant*.

But initially *Fidelis* couldn't beat *Ranger*. One day at Kawau Island Davern brashly told Speight that if he was helming *Fidelis* he'd beat *Ranger*. Speight challenged Davern: if he could beat *Ranger* he'd sell *Fidelis* to him. With Davern helming *Fidelis* did beat *Ranger* and became her new owner, while Speight took over *Princess*.

Interestingly *Princess* continued her winning ways. Later owners, including Ian Littler, Stu Brentnall and Bill Miller all enjoyed racing success, while her hull later became the plug for the GRP Stewart 34s. Bill Falconer and Charles Scoones currently own *Princess* and race her regularly.

Back to *Fidelis*. Davern realised she lacked stability, so he had Warwick Hood design a taller, lighter aluminium mast and a spade rudder, with the old rudder cut down and retained as a trim tab. With new sails and more ballast, the changes transformed *Fidelis* and she was soon beating the previously dominant *Ranger*.

Davern turned his attention offshore. In April 1966 he entered *Fidelis* in the Auckland to Suva Race, which she won despite breaking the new rudder shaft on the second day out. Fortunately the trim tab proved capable of steering *Fidelis* – just – to the finish line.

Flushed with success, Davern turned his attention the 1966 Sydney to Hobart Race. Leaving Auckland on Dec 10th, he and his eight crew sailed *Fidelis* across the Tasman and in a frantic week in Sydney had the mast out to remove a kink, moved the binnacle and wheel aft, and enlarged the cockpit.

Australian sailors were quick to sledge Davern, calling him a rookie and *Fidelis* the yellow submarine, but their jaunts backfired when *Fidelis* was first to the first mark, and within a day 40 miles in front.

Fidelis went on to win the race by over 18 hours, the largest winning margin in 22 years, and became the first New Zealand yacht to win the race. Fittingly, Davern and his crew gave the second-placed Australian team a taste of their own sledging when they finally arrived, "What kept you, did you get lost?" being one of the few printable comments.



TOP: Davern's GRP mullet boat *Honey*. ABOVE: *Princess* racing in the 2007 CYA Regatta, Charles Scoones helming (photo CYA archives). BELOW: Davern's trophy cabinet.

In fact New Zealand was well-represented in that year's race with John Lidgard's *Taonui* and Milton Miller's *Poseidon*, a Stewart 34, finishing fifth and eight on line respectively.

Davern and *Fidelis* returned to Auckland to a rapturous welcome, the only sour point occurring some time afterwards when a member of his crew – who shall remain nameless – ran off with Davern's then wife. "Actually I think he did me favour there," cackles Davern.

Later that year Davern entered *Fidelis* in the Whangarei to Noumea Race, where she finished second behind *Rainbow II*. He returned to Australia again in December to defend his title, but this time *Fidelis* only managed second, finishing 2.5 hours behind Eric Taberly's *Pen Duick III*. Back home, Davern won the 1967 Yachtsman of the Year.

He owned *Fidelis* for another five years before selling her and she eventually wound up in Australia, and is currently owned by Sydney yachtsman Nigel Stokes.

For the next few years Davern focused on his business interests, although he did build and race a GRP mullet boat, *Honey*, the construction of which caused a stir in mullet boat quarters. Davern was unrepentant.

Around this time he was twice invited to enter the USA Congressional Cup. He turned down the first invitation, but accepted the second finishing mid-fleet despite being new to match-racing. Inspired by the event, he set up a match-racing event here using Cavalier 32s, which helped sow the seeds for future match-racing events here.

Meantime the Stewart 34s were going from strength to strength as a class and Davern couldn't resist the lure. In 1976 he chartered Ken Allen's Stewart *Pahi*, then a few years later he ordered one of new GRP Stewart's, *Psyche II*, then another, *Psychic*. However with the class now a true one-design and many of New Zealand's top sailors involved, Davern found the competition far tougher than the early days.

Davern's last major yacht racing involvement was managing New Zealand's 1985 Admiral's Cup team of *Epic*, *Canterbury* and *Exador*, which finished third from 18 teams.

These days Davern, now aged 86, is always up for yarn about boats. The workshop of his waterfront Milford Beach property is home to an amazing collection of yachting trophies and memorabilia, including his old tin canoe. He'd love to see young people build canoes and get out on the water, and believes Auckland harbour is a great training ground for life skills.

His business achievements are an inspiring example of what one man can achieve despite a humble background. No one disputes the value of education, but Davern is proof that a burning determination to succeed, spotting and seizing opportunities, a little cheek, a bit of salesmanship and a friendly bank manager can take someone a long way.

It's the same with his yacht racing. Davern has never attended racing clinics or had the time for complex racing theories. However a burning desire to win, a corresponding hatred of losing, an ability to concentrate on helming especially upwind, plus keeping his boats light, has taken him a long way.

Looking back, besides the Sydney to Hobart win, it's his dominance in *Princess* that Davern recalls with the most pride and he still retains great affection for his old yacht.

"She's looking great, as good as the day she was launched." **B**



Finding the right boat at the right price can be a challenge in the Islands - sometimes you have to look in unusual places.

Chris and Nora Chapkoun arrived in Vava'u, Tonga in 2009 from Melbourne, Australia to start a new business venture. Within a year they had created Vava'u Island Express, a touring, snorkelling and hire boat business with three speedboats Chris had refurbished and soon afterwards they opened the Poolside Cafe, an Italian restaurant by the pool at the Puatakanave Hotel.

A keen angler needs his own fishing vessel, so Chris starting looking in earnest for a sport fishing boat suitable for charter work, including whale watching and island snorkelling trips.

In the outer village of Utulei some 20 minutes from Neiafu township, he noticed a cabin boat sitting up on coconut logs. On closer inspection it turned out to be a 28ft Pelin Illusion named *Patience*, imported from New Zealand several years earlier. The

couple who owned it had since left the island and the boat was for sale.

PROJECT BOAT

Chris spent a full day going through the boat, finding she'd been reasonably well maintained. The single diesel engine and sternleg set-up was not what he really wanted for charter work but after thinking about the options, he bought the boat with a complete refit and refurbishment in mind.

Chris has worked in building construction, including welding, engineering and lathe work, and is a serious hobbyist who rebuilds and customises American cars, so taking on a boat re-build wasn't too daunting.

He called upon a good friend and charter operator in Vava'u to

Island rebuild

Words by **Steve Campbell** Photos **Supplied**



throw a few ideas around before he firmed up his plans, but as is the case with any rebuilding project, he ended up doing a bit more and then a bit more.

He soon realised the project was a full re-modelling exercise which included flaring the hull and adding a half-tower for game fishing. The boat's 28-foot length was perfect for the average wave interval and usual sea conditions around Vava'u, but the boat needed an open plan layout to maximise fishing room in the cockpit.

HULL AND DECKS

The boat was soon stripped to the hull and decks, the plans completed and he'd compiled a list of materials, fixtures and fittings and engine and transmission options.

He opted for a Peninsular 310hp V8 turbo-diesel running a 1 3/4-inch shaft with a four-bladed 20in x 20in propeller. Top speed was calculated at better than 30 knots with cruising speed a very comfortable 20 knots. With 500 litres of diesel

fuel onboard at an average trolling speed of 8 knots, a 10-hour day on the water would use an estimated 100 litres of diesel.

Chris realised the importance of a well-balanced boat and spent countless hours mulling over engine/fuel tank positions and shaft angles. To get the balance and shaft angle just right he decided the boat needed a propeller pocket tunnel and four separate fuel tanks. This achieved a lower centre of gravity, a 7.5-degree shaft angle and shallower draft by 230mm over the original set-up.

Four custom-made fuel tanks, all feeding to a scavenger tank, were positioned so the boat would handle the seas perfectly, whether the tanks were full to the brim or left with just 50 litres of diesel.

The boat's interior was completely gutted, which meant everything new had to be fabricated on site: floors, gunwales, helm console, steps, decks, rails, hatches – the list goes on. A number of inspection covers were incorporated into the floor and engine box so daily checks on header tank water and engine and gearbox oil levels could be made without having to lift the main cover hatches.

The engine bed was tied into the existing hull structure and reinforced well above the specifications for maximum load. The engine covers can be completely dismantled in less than two minutes if necessary, for 360-degree access. The wiring schematic allowed for dual fusing, an emergency cut-out and alarms, all accessible next to the helm, including battery isolation switches.

WORKABLE LAYOUT

Chris mounted the helm and co-helm chairs on the engine cover for 360-degree vision with a step-down level to the cockpit.

The helm station has full instrumentation and comprehensive



Patience was rescued from her bed of coconut logs and arrived ready for her rebuild.



With her new tower and engine, *Patience* was re-named *Fighting Lady*.

electronics. A smart sliding roof is fantastic for ventilation and cruising on those hot tropical days.

The spacious forward cabin has full head height and is ideal for overnighting. The companionway area features a separate toilet, galley and storage cupboards.

Behind the helm station there's seating for four with unobstructed views of the lure spread. A custom fish bin big enough to take local species like wahoo, mahimahi and yellowfin resides under the seats and a custom 37kg class game chair, also designed and built by Chris, is mounted in the cockpit floor. It's

easily replaced with a cockpit table.

A duckboard usually presents a problem when backing down on a marlin, but duckboards are practical for swimming and snorkelling access, so he designed and built a duckboard that folds away flush with the stern when fishing.

The extra height provided by a flybridge is great for spotting fish but it adds a lot of top-weight, so he fabricated a half-tower from aluminium alloy to accommodate a second station. Most of the time Chris envisages skippering from the half-tower, but it's great to have the option to steer from below when conditions are not so kind.

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LEFT: the new tower is lifted into position, under the watchful eye of the four-legged foreman.
RIGHT: The new forepeak has heaps of headroom.



ATTENTION TO DETAIL

From a fishing perspective, all the details have been thought out properly and as a result *Patience* – renamed *Fighting Lady* – is a serious game boat with the added advantage of being pretty much maintenance free.

She has a full complement of chair and stand-up rods with Shimano Tiagras and TLDs covering everything from light tackle fishing through to 60kg heavy tackle work, as well as heavy-duty casting and jigging gear to fish for dogtooth tuna and giant trevally.

EXCEEDING EXPECTATIONS

Sea trials revealed a top speed of 32 knots at 3,600rpm and the balance and handling are fantastic. Cruising at 20 knots the Peninsular V8 is spinning at 2,400rpm and burning 15 litres per hour.

Backing down performance and manoeuvrability was better than expected, given the single screw, thanks to the tunnel hull configuration. The tunnel has made a difference to performance

going ahead as well, feeding clean water over the propeller for plenty of 'get up and go'. *Fighting Lady* handles and performs like a bigger boat. The power of a 310hp turbo-diesel gets her and her guests to and from the fishing grounds fast.

ON THE FISH

Fighting Lady is the latest edition to the Vava'u sport fishing fleet and she is one very fast lady, but how does she fish? First day out, two blue marlin tagged and released, estimated at 120kg and 90kg respectively. Add in two mahimahi and a sailfish and you can safely say *Fighting Lady* pulls fish.

Chris is an active member of the Vava'u Sport Fishing Club's executive committee and president of the Tongan International Game Fishing Association. He recently participated in the 24th Tongan International Billfish Tournament. ^B

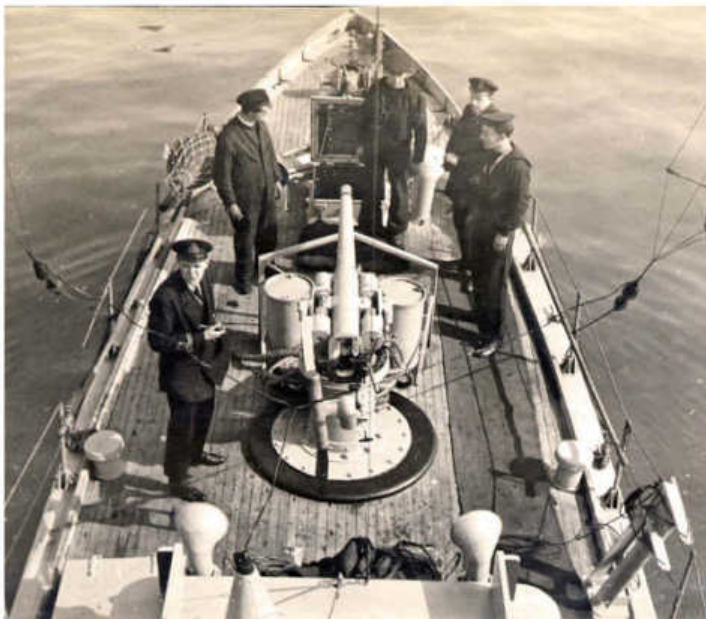
For more information contact Chris and Nora: fightinglady@live.com phone + 6 76 70 911 or 676 7716848 www.gamefishtonga.com

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Launching a WWI weapon



TOP: MLs at Zeebrugge April 23, 1918 rescuing the crews of the blockships in the mouth of the Bruges Canal. ABOVE: The foredeck with a 3-pounder gun.

As history demonstrates, war is often an enormously effective driver for developing new technologies. WW1 provided spectacular advances for the motor launch.

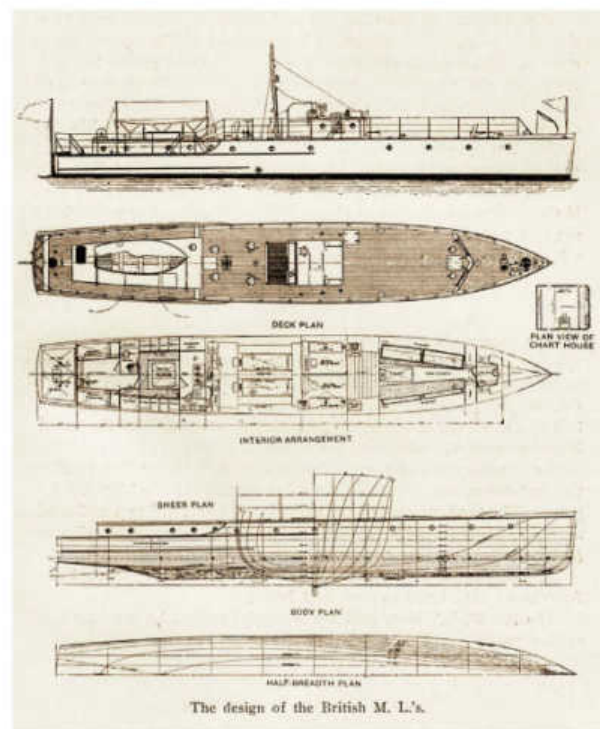
Steam pinnaces and launches were used by naval forces for liaison work, liberty boats and, from the 1870s, sophisticated craft carrying spar torpedoes for ramming or swinging sideways on to the hull of enemy warships or, far more effectively if they ran true, self-propelled Whitehead torpedoes.

It took a while for the idea that naval forces could use internal combustion-engined launches to carry out all of the tasks normally allotted to steam-powered launches and torpedo boats to percolate through the thinking of the British Admiralty and foreign navies.

Steam launches were handicapped by the huge weight and



In happier days, ML285.



The design of the MLs.

bulk of their boilers and engines relative to their displacement, and by the time it took to get working steam pressure once in the water. By 1910, however, petrol marine engines had achieved the reliability of steam plants of equivalent output with half the weight and with instant starting.

Probably the first to see this as an imperative was the Russian Navy during the Russo-Japanese War of 1904-5 when it ordered a series of steel torpedo boats from the Standard Motor Construction Company of Jersey City, New Jersey. The boats were powered by large petrol engines.

Since 1903 Standard had been producing a six-cylinder, 48 litre, 110hp engine weighing just 3200lb (1450kg). It grabbed world-wide interest when it was installed in the company's 60ft displacement speedboat *Standard* and took her over 30mph, an amazing achievement at the time.

From the start of WWI the effectiveness of the German submarine campaign caught the Admiralty by surprise, and worse was to come when that campaign morphed into unrestricted warfare.

In February 1915 British Government was in negotiation with

Elco, the long-established manufacturer of motor launches at Bayonne, New Jersey, for the supply of 50, 75-foot high speed motor launches. The Americans called them "sub chasers", the Brits just "motor launches" or "MLs".

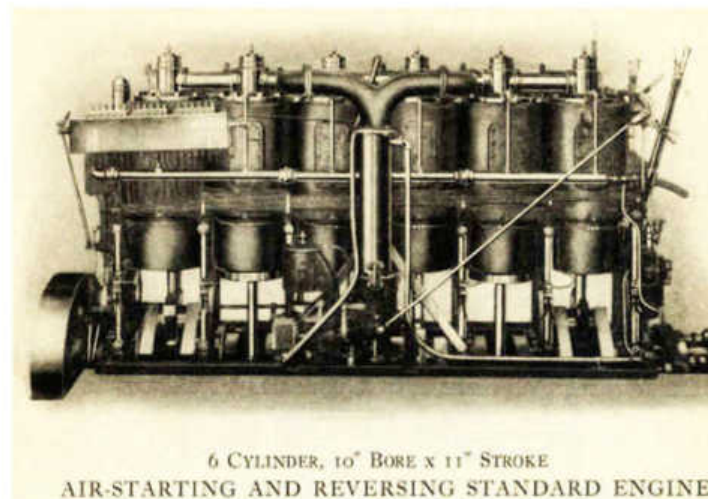
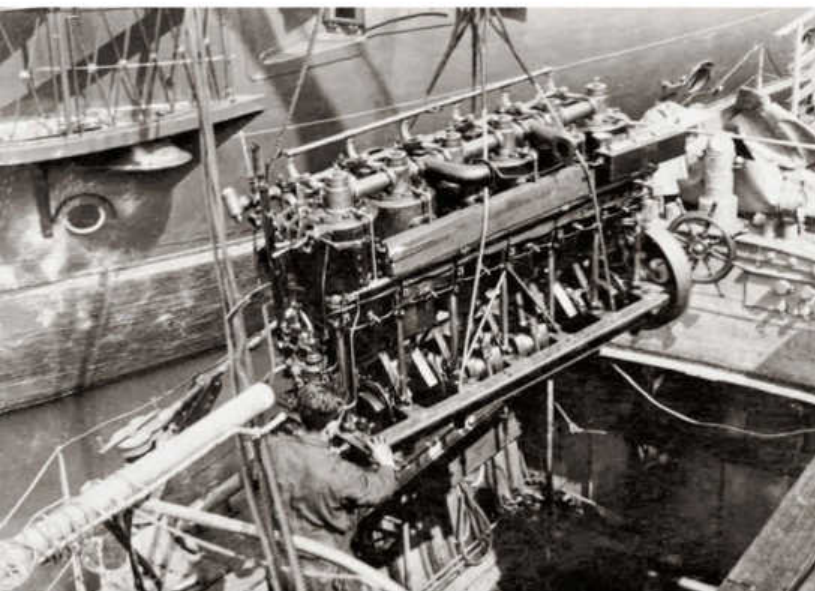
After the sinking of the *Lusitania* in May 1915 Winston Churchill cleared the way for the order to be increased by another 500, larger, 80-footers to be fitted with twin 220hp Standard engines. The order for 1100+ 220hp Standards was one of the biggest-ever single orders for marine engines.

Elco's manager Henry R. Sutphen later claimed that it was all his idea for the Royal Navy to procure "a number of small speedy motor launches for use in attacking and destroying submarines... to have a mosquito fleet big enough thoroughly to patrol the waters of Great Britain, each of them carrying a quick-firing gun." There are significant doubts about this claim.

It was fantastic publicity for Elco, and it shortly after secured a large, lucrative order for similar craft from the US Navy, but there's no doubt that Elco did a quite incredible job in producing 550 MLs in 488 days.

ML369 on patrol.





LEFT: A main engine being lowered after repair. ABOVE: The Standard 220hp main engine. RIGHT: The Standard Motor Construction Co's 60ft speedboat *Standard* of 1903.

Designed by Elco's Irwin Chase around the 220hp Standard engine, these were a compromise between speed and seaworthiness; the flat run aft was good for speed, up to 19 knots, but made for an uncomfortable motion and poor seakeeping especially in a following sea. Their crews called them "the Movies".

Their main power came from twin Standard 83.6-litre petrol engines, rated at 220hp at 400 rpm. They also had a two-cylinder Standard auxiliary engine driving the air compressor, generator, and bilge and fire pumps.

The main engines had compressed air starting and reverse, with clutchless drives. These required the engines to be stopped, the camshafts slid along, and restarted in reverse. This feature caused many a collision while manoeuvring in port.

Elco mass-prefabricated the MLs at Bayonne, New Jersey but, because of American neutrality, they were assembled in Montreal and Quebec City and shipped to England on freighters, four at a time. All 550 boats were delivered this way without a single loss in the Atlantic.

They had a fuel tank capacity of 2100 gallons giving an operating radius of 750 nautical miles at 19 knots and 1000

nautical miles at 15 knots. The unarmoured wooden construction and large petrol tanks made them highly vulnerable to gunfire. In effect they were a floating bomb.

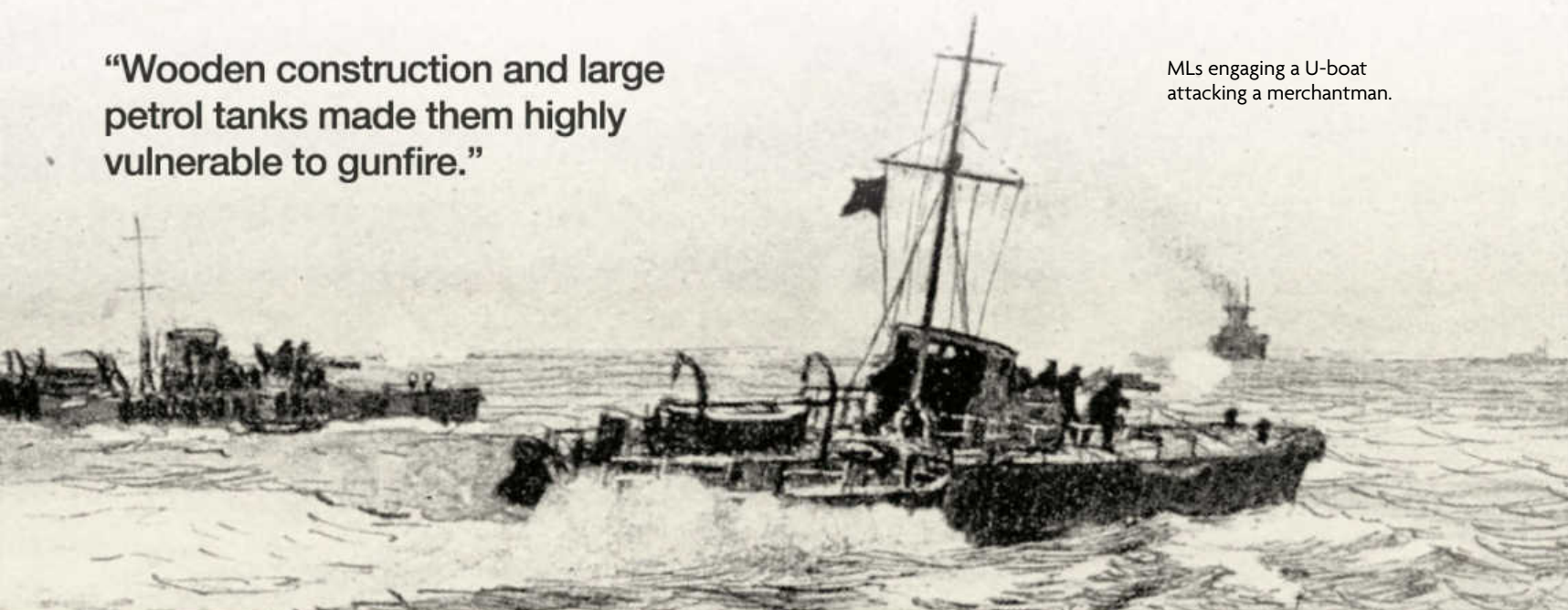
The MLs served an extremely useful purpose in anti-submarine patrols, mine-sweeping, laying smokescreens for larger ships like the monitors which pounded the Belgian coast, and general message-bearing for the "real" ships of the Royal Navy, roles that had not been anticipated before hostilities commenced.

Although their kill-rate of U boats was low, the hundreds of MLs at sea, radio-equipped and armed with torpedoes, depth charges and quick-firers of useful calibre proved to be a huge deterrent to German submarine and minelaying activities.

The MLs were immediately at work. In anticipation of their arrival from Canada the Admiralty had set up the Royal Naval Auxiliary Motor Boat Patrol Service to obtain RNVR volunteers from experienced yachtsmen and motor mechanics from all over the Empire. Their main training was done at HMS *Hermione*, a pensioned-off cruiser stationed at Southampton.

After training, the volunteers were allotted to MLs which were deployed in patrol flotillas of six craft throughout the various theatres of war, the English Channel and North Sea (primarily flotilla

"Wooden construction and large petrol tanks made them highly vulnerable to gunfire."



MLs engaging a U-boat attacking a merchantman.



groups based in Dover, Harwich and Scapa Flow with numerous smaller ports having at least one ML flotilla), Ireland (Queenstown and Berehaven), and in French ports such as Dunkirk from which they patrolled along the northern coasts of France and Belgium.

In the Mediterranean, ML flotillas ranged from Gibraltar to the Adriatic and Aegean. Service ports included Taranto and Gallipoli (not the Gallipoli of the Dardanelles but the one in Italy), Otranto near Brindisi, and Mudros, Lemnos and Imbros in the Greek islands.

Further east ML flotillas could be found in Alexandria and Port Said, patrolling the Suez Canal, and toward the end of the war, in Beirut and Tripoli. There was even a flotilla on the West Indies station.

In 1915 the Standards were already quite archaic in design with more than a hint of steam-engine technology. F.R. Banks served on MLs as a young man and described their operation:

"They were open crankcase jobs with drip feed lubrication via slinger rings, to plain bronze main bearings and big ends. They had automatic inlets and cam and pushrod-operated exhaust valves with a sliding camshaft for directly reversing the engine, initiated by compressed air...

"Sometimes, due to hurried wartime workmanship, the keying of the exhaust cams to the shaft was not always well done and an order to reverse the engines was rendered ineffective owing to the cams sliding off their keys!

"Great care had to be taken to avoid pieces of cotton waste getting caught in the adjustable drip feeds to the big end slingers, since, if one feed was diverted, this would quickly cause a complete seizure of the particular big end on its pin bringing the whole engine to a dead stop".

Perhaps the greatest wartime triumphs for the MLs were during the raids on the Belgian ports of Zeebrugge and Ostend in April-May 1918 designed to sink blockships at the entrances, preventing German submarines from using the ports and canals inland. While these hugely daring raids were a tactical failure, they proved to be a propaganda triumph for the Royal Navy.

ML personnel received many awards for gallantry in these actions, including two Victoria Crosses in the final months of World War I. After the Armistice, Royal Navy ML flotillas penetrated deep into the heart of Europe along the Rhine and the Danube, serving a vital role in the control of the collapsed Central Powers.

In a later article I will deal with the involvement of New Zealanders, not only in manning the MLs but also in having a hand in the concept of their function and design. **B**

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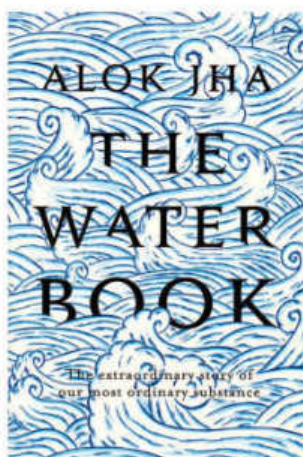
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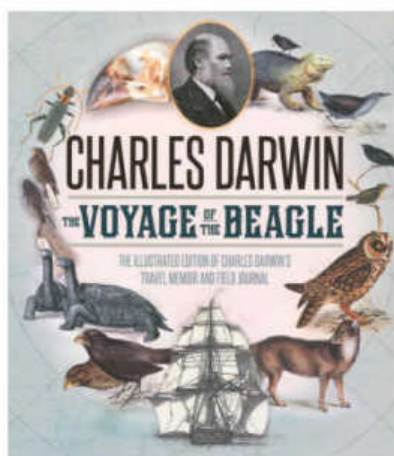
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AN ILLUSTRATED EDITION of Charles Darwin's travel memoir and field journal, this book is the first fully-illustrated version ever published. It features more than 350 historical and modern illustrations, photographs and maps of the people, places and species he wrote about during the expedition.

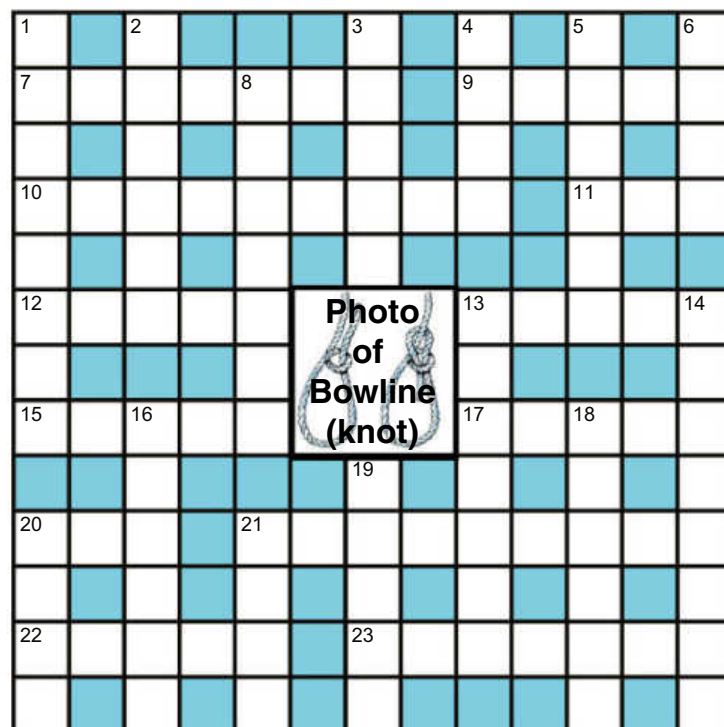
Darwin's journey aboard the *HMS Beagle* began at the age of 22 in December 1831 and ended in October 1836. This account of the voyage, which he published on his return, solidified his professional reputation in the scientific community and served as the inspiration for his most famous and controversial book, *On the Origin of Species*, which today stands as the unifying concept of the life sciences.



All the books reviewed here are available from Boat Books, 22 Westhaven Drive, Auckland, (09) 358 5691, www.boatbooks.co.nz

by Pam Hutton

Puzzle no. 221



Across

7. ____ stay - wire running from head of one mast down to another mast (7)
9. Lying almost beam-on to wind with sails furled (5)
10. Went below (9)
11. Move up and down rapidly on surface of sea (3)
12. Small bay or arm of sea on coastline (5)
13. Flat-bottomed boat used for carrying heavy loads (5)
15. Clean ship's bottom by burning and then sealing with tar (5)
17. Use holding tank for this on board boat (5)
20. Ditty ____ - sailor's kit for holding personal belongings (3)
21. Bringing vessel to standstill (7,2)
22. Epoxy ____ - might be used in boat repairs (5)
23. Reinforced vessel for Antarctic conditions (7)

Down

1. ____ sails - extra sails set at ends of yards either side of square sail (8)
2. Fuel used in some boats (6)
3. Another name for jack mackerels (5)
4. ____ tack - biscuit formerly used as part of sailors' rations (4)
5. Copper rail that earths or distributes power to multiple devices on board boat (6)
6. Yacht ____ - group of fellow sailors! (4)
8. ____-trees - horizontal pieces of timber on lower mast supporting topmast (7)
13. Nautical knot in photo (7)
14. Metal loops on boat for securing lines (3,5)
16. Literary word for large merchant ship (6)
18. Start job on superyacht, eg (4,2)
19. Small crane for hoisting lifeboat (5)
20. ____ poles - when all sails have been taken down in severe weather (4)
21. Metal hook used to secure sails to stays (4)



Solution no. 220

Mystery boat: Starling



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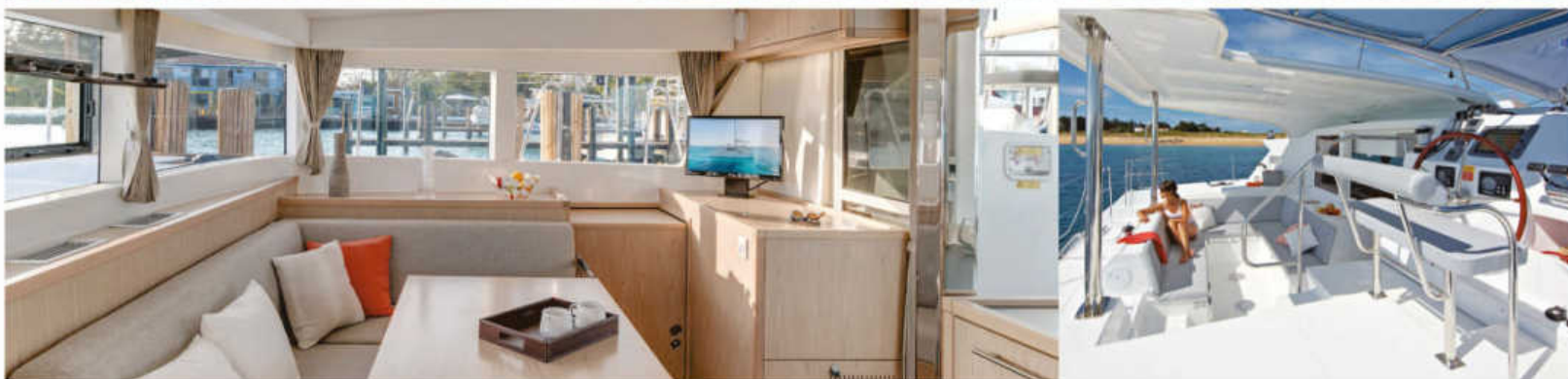
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JEANNEAU 44DS

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HATTERAS 64c

This 2009, as new condition, Hatteras 64c, is highly spec'd including fin Stabilizers, LED lighting, new battery banks and full complement of electronics. Viewing available at Orakei Marina by appointment only. Call Mark on 021 624 614. **\$3.5m**



MARITIMO 56

2010 Maritimo new to the marketplace. You can't see this boat without talking to us. Immaculately presented with a long list of extras, 2 x tenders, dive compressor, kayaks, yacht controller, a must view boat. Fantastic buying for a long range semi-displacement cruiser. **\$1.65m**



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This 2002 model 38" Alan Wright Powercat offers performance, efficiency and the exceptional stability / interior volume synonymous with modern multihull designs. Twin diesel Yanmar 350hp engines on shafts. Plenty of options. **NOW \$395,000**



JEANNEAU NC 9

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Nordia Van Dam 57

A proven blue water cruiser. Aluminium hull, 57' overall with superyacht pedigree. Focus on safety and luxury, this beautiful vessel has been fully refit by the current owner, with no expense spared. **\$1.59m**



MUSTANG 4600

Stunning 2004 Sports Cruiser with twin 455hp Caterpillar Diesels on Shafts. As new with only 250hrs on the engines. Bow thruster, autopilot, radar, fish finder, chart plotter, Bose stereo, stainless steel anchor. To many extra's to list, call us for more details. **\$390,000**



SUNBIRD 67

This 2014 new, luxury motor yacht is built using the latest High-Tec fiberglass construction, powered by 2x D13 800hp Volvo diesels, C90 Raymarine plotter, sounder and radar system, attention to detail in the timber work and beautifully finished. Call Jason 021 929 592. **\$2.8m**



SEA RAY 44

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Maxum 3500

Extremely well appointed and superb condition sports cruiser. An affordable family boat that has all the amenities of a 50 footer. Twin 250HP Cummins, regularly serviced and in great condition. Onan Genset, Sat TV, 3 T.V.'s, 2 double berths, A/C, Ice maker, Solar panels, BBQ, Microwave oven, Inverter, Under water lights etc. **\$275,000**



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SALTHOUSE OFFSHORE 58

ASKING \$495,000



A lovely example of this Bob Salthouse design. Ideal for family cruising or corporate charter work. In current MSA survey. Well maintained, she is a much lived vessel but circumstances mean she has to be sold. Price heavily reduced. Beautiful teak interior, 4 cabins and she is fitted with a range of modern appliances and equipment. Worthy of your inspection. **\$495,000**



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Very well presented throughout. Easily handled by a couple, the Carver 450 has the volume to accommodate 8 if needed. Twin cabin / twin bathroom layout. Custom hard top added in NZ, new FB clears, new props, satellite TV, 240v shore power, air con etc. Twin 480 hp Volvo's, shaft drive, genset, twin station, davit, bow thruster and more. Excellent indoor / outdoor flow makes this an ideal entertainer. Large boarding platform is great for diving and fishing. Pine Harbour marina berth available for purchase or long term rental. Possible half share option is also available. Call Troy to discuss. **Asking \$480,000**

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Sat TV, 315hp MTU, cruise 25 kts, al fresco dining. Hull repainted in Porsche Silver 2012. Raymarine electronics. Plenty of refrigeration, SS appliances, Cherry timber interior. A great entertainer. Recent antifoul and prop speed. **Asking \$570,000**



1986 and built to MSA Survey for NZ Customs. Well maintained and improved through out by her current owners. New saloon upholstery Nov 2015. Excellent service and maintenance history on the engines (records available). A great family cruiser ready for a new family. **\$205,000**



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SOLE AGENCY

PASSPORT 40 - 1983 This Robert Perry GRP design would be a superb cruiser for someone looking to live aboard and head offshore. She is the real deal, with heaps of gear and has done her current owners proud, with plenty of exotic cruising under her keel. Great layout with two staterooms, lavish teak interior and solid dodger. Very well priced at **\$120,000**



SOLE AGENCY

BAVARIA 46 - 2006 The Bavaria 46 has been one of the most sort after and popular production yachts in this size range. When one steps aboard, it is easy to see why. She has three spacious cabins two heads a large saloon and galley. Very well presented and speeded including water maker, SSB, separate freezer, in mast furling etc. **Asking \$295,000**



SOLE AGENCY

SALTHOUSE SOVEREIGN 50, 2004. Immaculate ocean capable rugged sports fisherman design. Custom built wide body for her Auckland owners. High quality build incl. a luxurious interior with 3 staterooms. Powered by twin 480Hp Volvos with only 670 hours. Has all the bells and whistles as far as electronics, as well as cockpit controls for docking and bow thruster. **\$875,000**



SOLE AGENCY

BEALE 45-A must see and fresh on ours sales berth with a complete exterior repaint. This is no ordinary yacht and rudder. She can sail fast and offers endless cruising potential with her lift keel. The interior can only be described as stunning, a feature of her large beam, as she has four staterooms, two heads and a huge saloon and galley. She really has the feel of a 50 footer and has lots of good gear! **\$370,000**



SOLE AGENCY

HALLBERG RASSY 48 - 2005 The ultimate for comfortable long distance cruising. She has been carefully looked after, continuously upgraded & added to by her current owners. Powered by a 110hp Yanmar with only 600 hours & still under warranty. Her cutter rig and electric winches make her very easy to sail short-handed. Truly a yacht that a knowledgeable cruiser could step aboard with their personal belongings & begin any journey with great confidence in her condition. **\$649,000 + NZ GST or duty.**



SOLE AGENCY

BENETEAU 40, 2008. A very popular cruiser that is beautifully styled and well-equipped - great yacht for adventurous voyages, coastal cruising or simply weekending. Spacious and comfortable layout with 2 cabins. In very good condition with many new additions over the last 2/3 years including new main & genoa, fridge system, electronics, anchor winch, sail covers, dodger etc, dinghy & toilet. Definitely worth viewing and well priced to sell. **\$239,000**

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SOLE AGENCY

PASSPORT 42 LAUNCHED 1991, and designed by Stan Huntingford, she has served her present owners and former owners very well, both offshore and also circumnavigating New Zealand 2008. Constructed of GRP, she has lovely teak interior with two good staterooms. Powered by a 55hp Volvo she been upgraded by her caring owners, including new upholstery and canvas. The inventory as you would expect for a vessel of this calibre, is extensive. Although built for serious offshore sailing, she is easy to handle and is also great for just cruising the gulf. Please give us a call for extensive inventory. **Asking \$195,000**



SOLE AGENCY

LOTUS 10.60, excellent example. double diag kauri glassed. Major refit 2002, photos etc available. Volvo 28 hp with sail drive. 120 liters diesel, 250 litres water. Holding tank, electric toilet, new Manson supreme anchor, SS chain, cockpit controlled windlass. Recent survey confirms excellent condition of this vessel **\$89,000**
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SOLE AGENCY

ARCH LOGAN CLASSIC. A sensational piece of NZ maritime history. Arch Logan classic launched in 1921 and completely rebuilt 2013. The list of work done is massive. Everything that needed to be rebuilt or replaced was, including splining and glassing of the hull top sides. The engine, a 96 HP Ford was removed and refurbished. The exhaust changed from a dry stack to a wet side exhaust. New fridge, new freezer, new electronics including auto pilot, new anchor winch, anchor and chain. It has all been done. Inspection will not disappoint. Marina available for medium term rental.



SOLE AGENCY

BIRDSALL 37 1982. This lovely yacht is in good condition. In-boom furling main, plus furling genoa, a staysail and MPS. 75Hp Ford engine gives an easy 7 knots. She sails well with the added advantage of being able to motor home in anything! She also has a centreboard so great for those shallow anchorages. Her interior is delightful with large saloon windows allowing lots of light and good visibility out. Definitely a honey. Anyone looking for a Kiwi "classic" should inspect. **\$69,000**



NEW LISTING

CLASSIC 38FT LANE LAUNCH, 1950. Connie V is built of Carvel Kauri with teak decks. A NZ registered ship she has only had 2 owners since new. Her twin 85Hp Fords were new in 94 and have done 2800 hours. She cruises at 9 knots. She has a huge history and in her time was considered quite the "party" boat. She's had \$100K spent on her 3 years ago but would benefit from some TLC. Sleeps 6 in 2 cabins. A true classic. **\$95,000**



SOLE AGENCY

LAMBERT 36, 1978. Capable fast cruising boat that has done many trips to the islands. 29Hp Perkins with 2500 hours. Large volume interior. She has 2/3 year old main & genoa plus a number of other headsails with an electric halyard & reefing winch to make life easy. Well equipped with solar panels, fridge & freezer, electric toilet, dinghy & outboard, autopilot, liferaft etc. Well priced for an off-shore cruiser. **\$65,000**

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BENETEAU OCEANUS 350, GRP, 3 CABIN LAYOUT. 6-8 BERTHS. Owners of 10 years have maintained in very good condition. 2013 engine recondition - Volvo 29hp diesel. Great family boat, would suit syndicate. Furling headsail + MPS, Navman plotter, wind instruments, RIB + 3hp, fridge, holding tank etc. Offshore vendor reduced to \$98,000, Offers required. Phone Allan Keane 021945152 REF:BY1676



STERLING 36 FLYBRIDGE. Vauldry built 1985 (to MOT specs) Ford 135hp fitted 1990 gives 8-9 knots, bowthruster, large extended teak cockpit, and large entertaining saloon due to conventional side decks. Accom for 7, fridge and freezer, holding tank, sep inter shower, all electronics etc. Excellent unique example reduced to \$149,000-00 Phone Allan Keane 021945152 REF:BL2957



MARKLINE 1100 SHAFT DRIVE. One of the best built, meticulously cared for, and many extra features. Twin Volvo 200hp shaft drives give 18-22 knots. Underwater exhausts, new electronics, new 3500 capstan, new upholstery, covers and oven. 6 berths with 2 cabins, 2x fridges + 2x freezers. Fully serviced etc. A special example seriously for sale, asking \$160,000 Phone Allan Keane 021945152 REF:BL2656



GENESIS 400 TARGA SHAFT DRIVE. 98 with twin Cummins 370hp giving 25-32 knot performance. Features large fishing cockpit, lockup cabin layout with 2 forward cabins, (1x4 singles and double master). Shorepower inverter, full electronics package, 2x fridges, 2x freezers, separate interior shower etc. Popular design reduced to sell \$225,000 Phone Allan Keane 021945152 REF:BL2538



OCEANTREK POWERCAT (EXTENDED APP 44') ALL GRP. Repowered 2015 with 2x VM MOTORI 350HP + HEAVY DUTY VELVET DRIVE GEARBOXES AND NEW Konrad 520 sterndrives. 18-25 knots foil assisted. Electronic controls, largely re-wired, new Garmin electronics, shorepower, inverter, large volume interior with 6'5 h/room, 2 cabins / 6 berths, fridge + freezer, rib + O/B etc. \$260,000 or \$450,000 with 15.5M marina. Phone Allan Keane 021945152 REF:BL2989



LOTUS 1280 PILOTHOUSE. Exceptional example of Kiwi craftsmanship, finished by Dean Ryder. 1987, and complete refit 2004. Features large entertainer cockpit with twin wheels and end hardtop, hydraulic furling main and furling genoa, inverter/charger, shorepower, 3 cabin/2 heads accommodation for 6 to 8, 6'5 + headroom, excellent electronics, RIB+O/B, and an interior finish which is simply stunning. Fastidious owner of 22 years retiring asking \$239,000 PLUS PRIME 40FT HMB MARINA OPTIONAL Phone Allan Keane 021945152 REF:BY1705



MARKLINE 1300 – An unbelievable example repowered in 2006 with twin Caterpillar 425hp diesels. 21-29 knot performance. A small electrical fire (smoke damage) resulted in a \$500,000 refit and complete refurbish, new twin Simrad electronics, Sat TV, 2x fridges and freezer, game rigged, shorepower + inverter, etc. A most impressive craft ready for years of enjoyment. \$270,000 Phone Allan Keane 021945152 REF:BL2976.



43' TRAWLER PLUS 13.5M MARINA BUILT BY OLIVER 1998, and completely refurbished throughout, in 2014. New John Deere 225hp gives 9-13knots, only 130hrs running. D/D kauri / macrocarpa glassed. New wiring, electronic controls (2 station) shorepower, charger, inverter, new plotter / sndr/radar, 5/6 berths, 2 heads, walkaround decks with side access door, diesel heating, leather interior. Presents like new throughout. Unique opportunity at \$450,000 Phone Allan Keane 021945152 REF:BL2984



ELITE 46 MID-PILOTHOUSE – Beautifully crafted throughout and fastidiously maintained from new. Twin Volvo 370hp (18-23knots) only 1300hrs. Bowthruster, 8kva Genset + inverter, washer / drier, 2 fridges + freezer dual system and icemaker, 2 cabins with massive island berth master cabin / ensuite, silent chines, dual anchoring systems, internal stair access to bridge etc. Large volume livaboard cruiser with all home comforts in impeccable condition \$675,000(marina opt) Phone Allan Keane 021945152 REF:BL2978



ELITE 14.9M MID-PILOTHOUSE. Launched 96 and a full factory refit 2012 presents this vessel in excellent condition. Twin Cummins 420hp give 21-26 knots. Featuring 3 cabins with master double and ensuite aft, separate dinette, internal access to full height enclosed pilothouse with sunroof. All electronics including new plotter, genset, shorepower, inverter, game rigged with large cockpit and baittanks, 2x fridges & freezer. Built to survey spec. \$725,000 Phone Allan Keane 021945152 REF:BL1983

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RIVIERA 33 Flybridge 1994 \$179,000

Twin 230 KAMD42 Volvo/shaft drive, Garmin electronics, autopilot, fully game rigged.



RIVIERA 34 Flybridge 1996 \$225,000

Nicely presented Riv 34 single cabin, new carpet, new upholstery, perfect entry level launch.



RIVIERA 36 Flybridge 1996 \$345,000

Twin cabin model, powered by twin Cummins 315hp engines. New Genset, game rigged and plenty of new gear.



RIVIERA 44 Sports Yacht 2010 \$795,000

Twin Volvo IPS 600 diesel engines, twin cabin, luxury interior, large galley/saloon, beautiful teak cockpit.



RIVIERA 47 FLYBRIDGE 2003 \$690,000

Twin Volvo IPS 600 diesel engines, twin cabin, luxury interior, large galley/saloon, beautiful teak cockpit.



RIVIERA 47 Flybridge 2005 \$700,000

Twin Cummins QSM11, 600hp, 11kVa genset. This boat is a step on board, power away.



RIVIERA 47 Flybridge GII 2008 \$925,000

Presented to an excellent standard. An extensive list of extras makes this vessel well worth your inspection.



RIVIERA 48 Flybridge 1993 \$435,000

Twin Volvo D6 engines, three cabins, 6+ berths, teak cockpit.



RIVIERA 48 Flybridge 1995 \$495,000

A beautifully equipped game boat - this vessel is in excellent condition.



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RIVIERA 56 Flybridge 2006

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RIVIERA 58 Flybridge 2003

\$1,095,000

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RIVIERA 63 FLYBRIDGE 2013

\$3,900,000

This boat is enhanced with a number of extra features, far too many to list here! Call us to find out more.



SUNQUEST 50 2000

\$495,000

Imported hull and deck with full internal fitout and engineering by Scott Lane Builders. This stunning vessel is worth your inspection.



VINDEX 47

\$310,000

3 x cabin, 2 x head, vessel. Twin Cummins 300hp & Onan genset. Engine room in great condition, some TLC required on vessel.



MUSTANG M43 Glass enclosed flybridge \$650,000

Blue water sports fisher, 3 cabin, twin Volvo IPS600. Launched 2007, game poles, teak cockpit.



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Lake Wanaka Tourism Opportunity

After twelve and a half years at the helm our owners of this adventure experience business have made the decision to retire, thus creating a unique opportunity for the next fortunate owners to capitalize on the projected influx of tourists to Wanaka and take this business to the next level. Lake Wanaka Cruises and Lakeland Adventures operate from the picturesque lakefront at the base of the Wanaka township. The high profile business provides a full range of water activities on Lake Wanaka, including jet boating down the Clutha river, Trout and Salmon fishing, sightseeing or charter boat trips on Lake Wanaka. Lake-edge and land based activities are also catered for with canoes, water bikes and mountain bikes for hire with the intention to achieve an income from every travelers budget. The business will be sold by tender including the operating plant at valuation and the valuable lake and river use consents. An information memorandum and the Tender documents are available to interested parties.

This document has been prepared to assist solely in the marketing of this property. While all care has been taken to ensure the information provided herein is correct, we do not take responsibility for any inaccuracies. Accordingly all interested parties should make their own enquiries to verify the information.

Tender

Tender Closes Friday 1 April 2016 at 4pm
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14.32m PELIN ECLIPSE.

1989, twin 315hp Yanmar diesel's, 16 - 22 knots, 8 berths, toilet, gas oven, 2 showers, fridge & freezer, 2 x gps/sounders, 6 kva genset, inverter/charger, epirb, diesel cabin heater, electronic controls, dual station, RIB inflatable & outboard, large volume, well presented vessel.

Asking **\$179,000**.

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14.8m ED RUTHERFORD "Waterline". 1993, steel, 75hp dsl, 6 berths, toilet, gas oven, shower, fridge & freezer, windgear, ssb, 2 x autopilots, windvane self steering, gps, inverter, genset, liferaft, epirb, dual station, RIB & o/b, fwd & aft cabins. Well respected offshore design. Asking **\$289,000. Call Sam Cannell 021 522 761 (Sole Agents)**



JENNEAU SUN ODYSSEY 35. 2005, grp, 29hp diesel, 6 berths, gas oven, fridge, 2 showers, gps, radar, windgear, remote capstan, 3 separate double cabins. Has been in MSA survey (never bareboat). Asking **\$170,000. Call Louis Campbell 021 321 187**



This well proven **SALAR 40 DESIGN** has shown her true colours, both as a reliable blue-water vessel and also as a live-aboard. The current owner has extensively sailed around the world and the Pacific in this comfortable and easily sailed ketch **\$139,000. Call Bill Musgrove 021 668 299** **VIEW IN AUCKLAND**



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OYSTER 53. 2002 model designed by Rob Humphrey. Cutter rig, interior joinery finished in American White Oak. She is maintained in beautiful condition with close to \$200,000 USD spent on upgrades. Asking **\$848,000. Call Rob Greenwood 0272 245 172**



LIDGARD 17m. Designed by John Lidgard and hand built by Lidgards Boat Builders this is an example of our Kiwi boatbuilding industry at it's best. With years of blue water history this vessel has a well proven offshore pedigree. Asking **\$680,000. Call Bill Musgrove 021 668 299**



AMEL SANTORIN 46. GRP, 1991, ketch rig, 50hp Perkins dsl, 6 berths, fwd & aft cabins with ensuites, gas oven, 12v fridge, stereo, dsl cabin heater, wind generator, solar panel, inverter, vhf & ssb, radar, autopilot, sounder, liferaft. Asking **\$235,000. Call Pip Strack 0272 744 886 (Sole Agents)**



MAY FLOWER 48 DESIGN. Very popular and sought after, with a following throughout the world, this easily sailed and well balanced yacht has proven offshore capability with 2.5 circumnavigations to her credit. Currently in use as a live-aboard. Asking **\$225,000. Call Bill Musgrove 021 668 299** **VIEW IN AUCKLAND**

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14.7m x 5.1m COOKE BROS DISPL POWER CATAMARAN. Grp sandwich (to survey specs), 1997, twin 140hp Yanmar diesels, 14 - 19 knots, 7+ berths in 4 cabins, 2 heads, gas oven, 2 fridges, 2 freezers, 2 showers, radar, 2 x gps, A/pilot, 2.5kw inverter, 3 station controls, Tracvision M3, RIB & o/b. Superb vessel. Asking **\$520,000.** Call Mike Vining 0274 466 931



15m POWERCAT. Phil Carey design, '07, ply glassed, twin 350hp (de-rated to 330hp) Cummins dsls, Seafury surface drives, 15-18kts, 7 berths, 2 heads & holding tank, 2 showers, fridge & freezer, Onan 6kva genset, air cond, autopilot, radar, gps, dish/washer, wheelhouse side door. Quality interior fitout. Asking..... **\$495,000.** Call Mike Vining 0274 466 931



FAIRLINE SQUADRON 55. 1997, grp, twin Caterpillar 3176B dsl, 22-28 kts, accom for 6 in 3 cabins + twin crew cabin, elec cooking, 2 x fridge, fzf, icemaker, washer/dryer, Sat tv/dvd, genset, autopilot, radar, 2 x gps/plotter, sounder, remote capstan, Bowthruster, custom hardtop flybridge, tidy, well setup, quality vessel. Asking **\$615,000.** Call Pip Strack 0272 744 886



EDWARDS 10.5m LAUNCH. 2007, hull 3 skin timber glassed, 370hp shaft drive dsl, 20 - 25 knots, 4 berths, gas oven & califont, shower, fridge, radar/ gps/fishfinder, autopilot, Bowthruster, dsl cabin heater, RIB inflatable. Superb day fisher/overnighter. Vendor would consider 7m alloy. Asking **\$195,000.** Call Gavin Stichbury 0272 757 716



SEARAY 425 SUNDANCER. GRP, 2006, twin 364hp 6cyl Cummins diesels (240hrs) 2 double, 1 single berth, gps/plotter/depth/radar, 2 showers, fridge/ freezer, icemaker, air con, Bowthruster, genset, very tidy production vessel with all options. Owner moving up - Bring Offers. Asking..... **\$347,500.** Call Gavin Stichbury 0272 757 716



16.15m x 5.05m MARINE TRADER DESIGN. 1983, grp, twin 175hp dsl's, 7 berths in 3 separate cabins, fridge & freezer, radar, autopilot, gps, fishfinder, ssb, epirb, genset, inverter, dual station, side door by helm, easy walk round side decks, RIB & inflatable. Spacious, well presented cruiser. Asking..... **\$425,000.** Call Mike Vining 0274 466 931



VIEW IN AUCKLAND

If you are an admirer of the **GRAND BANKS DESIGN** and prefer a touch of yesteryear you must inspect this exceptional 42' example. No expense has been spared in the refitting and the updating this very fine example. We see this as a unique example and would encourage your early viewing. Asking **\$289,000.** Call Bill Musgrove 021 668 299 **VIEW IN AUCKLAND**



45' PELIN ECLIPSE. Built by Oliver Boatbuilders 1994, 2 x 311hp Cat dsl's, 19 - 23 knots, 6 berths, 2 heads & h/ tank, 3 showers, 2 fridges & freezer, autopilot, radar, fishfinder, gps /plotter, colour sounder, epirb, game rigged, dual station. Well presented. Asking..... **\$284,000.** Call Rob Greenwood 0272 245 172 (Sole Agents)



REGAL 555 (14.7M). Grp, 1989, twin 375hp diesel's, 18 - 22 knots, 6+ berths in 3 cabins, 2 heads, gas oven & microwave, 2 showers, fridge & freezer, a/pilot, gps/radar/sounder, inverter, Bowthruster, dual stations, very well presented. Asking..... **\$320,000.** Call Gavin Stichbury 0272 757 716



SALTHOUSE COASTAL 35. 1993, grp, 300hp Cummins diesel, 10 - 18 knots, 7 berths, gas oven, toilet, 2 showers, fridge & freezer, autopilot, gps, fishfinder, radar, dual station, remote capstan, flybridge hardtop, epirb, shorepower, walk thru transom onto good size boarding platform. Asking **\$105,000.** Call Brent Cameron 0274 364 385



Very tidy, well presented **VINDEX 42.** Cedar glassed hull, underfloor 671 GM diesel (1800 hours) 17 knots, Bowthruster, sliding door by helm, 2 cabins, 2 showers, excellent refrigeration, JRC sounder, Garmin gps/ plotter, a/pilot, auto capstan, game poles, walk-thru transom, (possible trade down). Asking **\$167,000.** Call Phil Vining 0274 466 939



GULFSTREAM 32 SEDAN. 1999, grp, 210hp shaft drive diesel, 18 - 22 knots, 4 berths, toilet, gas oven, fridge, 2 showers, radar/gps/ fishfinder, epirb, remote capstan, deckwash, two opening sun hatches in wheelhouse, has been in MSA survey. Galvanised haulout trailer optional extra **\$119,000.** Call Mike Vining 0274 466 931

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AC41



AC45



DS45



DS54



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DAVIS 54 TRAWLER STYLE CRUISER – 1979, twin 3208 Cats run about 7500 hours, cruises 8.5 knots top 12, Onan 12 KVA plus whisper genset, 16.5M (loa), 4.72M beam, 2M draft, weighting about 35-40 tonne, 3500L fuel, 1000L water, hull is of solid GRP construction, 3 cabins, 3 bath rooms, full exterior repaint about 2011 "here is a large volume costal cruiser off shore vessel, call now for appointment to view" **asking \$445,000. (sole agents)**



RIVIERA 40 – 2005, twin 3216 - 450hp cats run about 900 hours, 9.5 KVA Onan, cruises 21 knots top 28, bow thruster, air con to saloon and galley, tender, o/b, deck crane, fully game rigged, raymarine electronics inc chart, sounder, pilot, radar, satellite tv, twin cabins, guest cabin with three singles "this very popular boat is loaded and ready to go, call now for appointment to view" **asking \$598,000 (ono) sole agents**



CARIBBEAN 40 – 2013, twin 500hp QSC Cummins run about 500 hours, fast cruise, top 30 plus knots, 9.5 KVA genset, Cyril chair, poles, live bait tank, air con, massive refrigeration, twin cabin, master with ensuite, deck crane, tender and 15 hp Yamaha, x2 simrad NSS12 touch displays, simrad auto pilot. "a very rare opportunity to own such a late model C40 mk2 Caribbean, this boat is in very good condition, call for viewing appointment" **Asking \$795,000.**



RIVIERA 33 FLY BRIDGE CRUISER – 1994, twin 230hp Volvos run about 2150 hours, cruises 17 top 23 knots, GRP construction, 1200L fuel, 650L water, 11.30M (loa), 3.80M beam, weights about 8 tonne, game rigged, tender and out board, duel helm, good electronics, single cabin model "this popular model great brand boat has been well maintained and presents in good condition, viewing will not disappoint" **asking \$169,000.**



RIVIERA 3350 – 2000, twin 210hp 6BT Cummins run about 1580 hours, cruises at 15 top 22 knots, 11.43m (loa), 3.83m beam, about 9 tonne dry weight, 950L fuel, 380L water, single cabin plus dinette converts to double, game rigged, duel helm, raymarine chart/sounder, pilot, satellite TV "here is a modern sports fisher/cruiser that presents well and is ready to go, call now" **asking \$268,000 (sole agents)**



RIVIERA 27 FLY BRIDGE CRUISER – 1988, powered by a single 2006 300hp mercruiser diesel on a bravo 2 stern drive just fully serviced run about 1100 hours, GRP construction, 9.80M (loa), game rigged, tender and out board, duel helm, good electronics, single cabin with lock up shower/toilet "here is an awesome entry level launch very well set up and maintained, viewing will impress" **asking \$105,000 (ono)**



GENESIS 320 EURO FLYBRIDGE CRUISER – 1989, twin 130hp Volvo stern drives rebuilt 2012 and run about 400 hours since, cruises 16-17 top 20 knots, 480L fuel, 363L fresh water, duel helm, lock up cabin in bow with double plus lock up toilet, plus two dinettes that convert to doubles, x2 fridges plus x2 freezers off compressor, game poles, bait tank, teak cockpit, electronics in both helm stations "value here, solid GRP hull good brand boat, call now" **asking \$118,000 (sole agents)**



BERTRAM 25 FLYBRIDGE CRUISER – 1989, single 230hp Volvo stern drive run about 3000 hours, cruises 22 top 30 knots, 350L fuel, 100L water, solid GRP hull, double v berth in open forward cabin plus dinette converts to double, lock up shower/toilet, game poles, bait tank, chart/sounder plus display in cockpit, fusion stereo, underwater light, haul out trailer "call now as these legendary heavy weather sports fishers are rear to the market diesel powered and in good condition" **asking \$68,000 (sole agents)**

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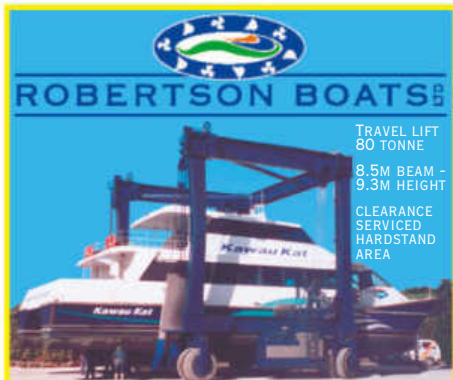
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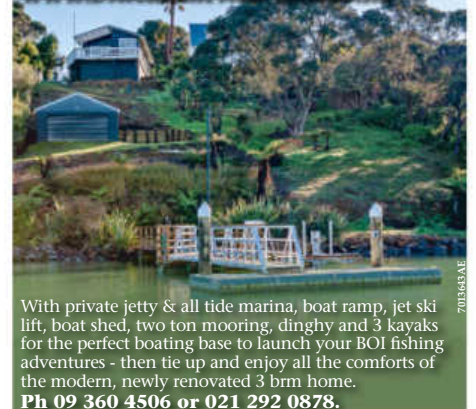


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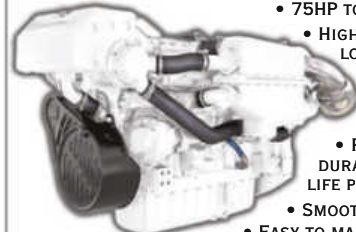
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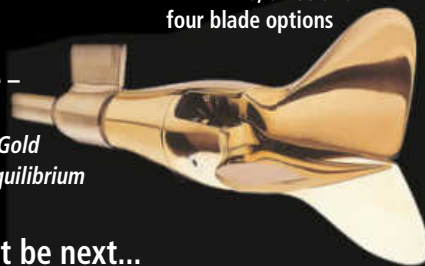
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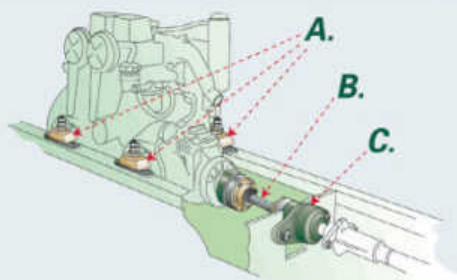
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BOATING

NEW ZEALAND

TIDES PAGE

WESTPORT CHART

MARCH 2016

Date	Moon	High Tides	Low Tides	Date	Moon	High Tides	Low Tides
1 Tue	☾	4:10am 2.6 4:39pm 2.5	10:23am 0.9 10:53pm 1.0	17 Thu	☾	6:48am 2.7 7:24pm 2.7	12:25am 0.8 1:04pm 0.8
2 Wed	☾	5:06am 2.5 5:43pm 2.5	11:24am 1.0 11:57pm 1.0	18 Fri	☾	7:59am 2.7 8:32pm 2.7	1:36am 0.9 2:12pm 0.8
3 Thu	☾	6:15am 2.5 6:54pm 2.5	12:36pm 1.1 1:06pm 1.1	19 Sat	☾	9:02am 2.8 9:30pm 2.7	2:41am 0.8 3:11pm 0.7
4 Fri	☾	7:27am 2.5 8:02pm 2.6	1:08am 1.0 1:46pm 1.0	20 Sun	☾	9:54am 2.9 10:19pm 2.8	3:37am 0.7 4:02pm 0.6
5 Sat	☾	8:31am 2.7 9:02pm 2.7	2:15am 0.9 2:47pm 0.8	21 Mon	☾	10:38am 3.0 11:00pm 2.9	4:24am 0.6 4:45pm 0.5
6 Sun	☾	9:27am 2.9 9:56pm 2.9	3:13am 0.7 3:40pm 0.6	22 Tue	☾	11:15am 3.0 11:35pm 3.0	5:03am 0.5 5:23pm 0.4
7 Mon	☾	10:17am 3.1 10:45pm 3.1	4:05am 0.5 4:29pm 0.3	23 Wed	☾	11:49am 3.1 12:08am 3.0	5:39am 0.5 6:12am 0.4
8 Tue	☾	11:04am 3.3 11:31pm 3.3	4:52am 0.3 5:16pm 0.1	24 Thu	☾	12:21pm 3.1 12:39am 3.1	6:30pm 0.4 6:44am 0.4
9 Wed	☾	11:49am 3.5 12:17pm 3.4	5:38am 0.1 6:02pm 0.0	25 Fri	☾	12:53pm 3.1 1:10am 3.0	7:03pm 0.4 7:16am 0.5
10 Thu	☾	12:35pm 3.5 1:02pm 3.5	6:48pm 0.1 7:08pm 0.0	26 Sat	☾	1:25pm 3.0 1:42pm 3.0	7:35pm 0.5 7:49pm 0.5
11 Fri	☾	1:21pm 3.5 1:48am 3.4	7:34pm 0.0 7:55am 0.0	27 Sun	☾	1:58pm 2.9 2:16am 2.9	8:09pm 0.6 8:24pm 0.6
12 Sat	☾	2:09pm 3.4 2:37am 3.3	8:23pm 0.1 8:45am 0.2	28 Mon	☾	2:34pm 2.8 2:53am 2.8	8:46pm 0.7 9:03am 0.8
13 Sun	☾	3:01pm 3.3 3:29am 3.1	9:14pm 0.3 9:40am 0.4	29 Tue	☾	3:15pm 2.7 3:35am 2.7	9:27pm 0.8 9:49am 0.9
14 Mon	☾	3:58pm 3.1 4:28am 3.0	10:11pm 0.5 10:42am 0.6	30 Wed	☾	4:04pm 2.6 4:28am 2.6	10:16pm 0.9 10:47am 1.0
15 Tue	☾	5:02pm 2.9 5:35am 2.8	11:15pm 0.7 11:51am 0.7	31 Thu	☾	5:05pm 2.5 5:35am 2.5	11:18pm 1.0 11:49am 1.0
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TIDE CHART MARCH 2016

To find time of High Water (H) or Low Water (L) at other places other than primary ports shown. Note the time difference indicated and add (+) or subtract (-) this time difference from the appropriate chart, i.e. to calculate the high tide in Tauranga on the 1st MARCH, subtract the correction time shown of 13 minutes from the Auckland chart. 1.10am - 13 minutes = 12.57pm. These charts are already correct for daylight saving time.

AUCKLAND



AUCKLAND CHART

MARCH 2016

Date	Moon	High Tides	Low Tides	Date	Moon	High Tides	Low Tides
1 Tue	☾	1:10am 2.9 1:25pm 2.9	7:07am 1.0 7:29pm 0.9	17 Thu	☾	2:56am 3.1 3:25pm 3.1	9:04am 0.8 9:27pm 0.8
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LYTTTELTON CHART

MARCH 2016

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